



William Henry Cooke

Holywood Street

Newport Isle of Wight

October 14<sup>th</sup> - 1840

Erwin Cooke

The gift of my brother  
W. H. Cooke

1846

Map in order

1 London

2 Railways London & Bath

3 Ryegate & the Thames

4 South Western Railway

This little book is now  
1882 - much of a  
curiosity, as an example  
of Railway progress  
since 1840. W.H.C.



BRADSHAW'S  
**Railway Companion,**

CONTAINING  
THE TIMES OF DEPARTURE,  
FARES, &c.

OF THE RAILWAYS IN ENGLAND,

AND ALSO

*Hackney Coach Fares*

FROM THE PRINCIPAL RAILWAY STATIONS,

ILLUSTRATED WITH

MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,

AND PLANS OF  
LONDON, BIRMINGHAM, LEEDS,  
LIVERPOOL, AND MANCHESTER.

~~~~~  
PRICE ONE SHILLING.  
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MANCHESTER:

PRINTED & PUBLISHED BY BRADSHAW & BLACKLOCK  
27, BROWN-STREET; AND SOLD BY

CHARLES TILT, FLEET-STREET, LONDON;

AND ALL BOOKSELLERS AND RAILWAY COMPANIES.

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1840.

LONDON, EAST.



## ADDRESS.

THIS Book is published with the assistance of the several Railway Companies, on which account the information it contains may be depended upon as being correct and authentic. The necessity for such a work is so obvious as to need no apology; and the merits of it can be best ascertained by a reference to the execution both as regards the style and correctness of the Maps and Plans with which it is illustrated.

### To Railway Companies.

G. BRADSHAW would feel particularly obliged by an intimation being forwarded to him at 27, Brown-street, Manchester, of any change in Fares or Times of Departure, on any of the Lines, in order that the correction may be immediately made in the work.

Successor,  
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| Distance from London. | LONDON<br>TO<br>BIRMINGHAM. |                  |                         |                                       |                   |                    |                         |                        |                                               |                        |                       |                          |                        |                           |                                                    |                                                | FARES.                                       |                          |       |  |  |
|-----------------------|-----------------------------|------------------|-------------------------|---------------------------------------|-------------------|--------------------|-------------------------|------------------------|-----------------------------------------------|------------------------|-----------------------|--------------------------|------------------------|---------------------------|----------------------------------------------------|------------------------------------------------|----------------------------------------------|--------------------------|-------|--|--|
|                       | STATIONS.                   | Mixed.<br>6 a.m. | * Mixed Class<br>8 a.m. | * First calling at<br>M. Stns. 9 a.m. | Mixed.<br>9½ a.m. | * Mail.<br>9¾ a.m. | Mixed Class.<br>11 a.m. | Mixed Class<br>12 Noon | * Mixed calling at<br>1st cl. Stns. 1 v. p.m. | Mixed Class.<br>2 p.m. | Mixed Class<br>3 p.m. | * Mixed Short.<br>5 p.m. | First Class.<br>6 p.m. | * Mail, Mixed.<br>8½ p.m. | 4 in. car. by<br>day, or 1 class<br>6 in. by night | 1st class car-<br>riage, 6 in.<br>side, by day | 2nd class car-<br>riage, closed,<br>by night | 2d class open,<br>by day |       |  |  |
|                       |                             | Mls.             |                         |                                       |                   |                    |                         |                        |                                               |                        |                       |                          |                        |                           |                                                    | s. d.                                          | s. d.                                        | s. d.                    | s. d. |  |  |
|                       | LONDON .....                | 6 0              | 8 0                     | 9 0                                   | 9 30              | 9 45               | 11 0                    | 12 0                   | 1 0                                           | 2 0                    | 3 0                   | 5 0                      | 6 0                    | 8 30                      | s. d.                                              | s. d.                                          | s. d.                                        | s. d.                    |       |  |  |
| 11 1/2                | Harrow .....                | ..               | 8 30                    | ..                                    | ..                | ..                 | ..                      | 12 30                  | ..                                            | 2 30                   | 3 30                  | 5 30                     | 6 30                   | ..                        | 3 6                                                | 3 0                                            | 2 6                                          | 2 0                      |       |  |  |
| 17 1/2                | Watford .....               | 6 45             | 8 50                    | ..                                    | ..                | ..                 | 11 45                   | 12 45                  | 1 45                                          | 2 50                   | 3 50                  | 5 45                     | 6 50                   | ..                        | 5 0                                                | 4 6                                            | 4 0                                          | 3 0                      |       |  |  |
| 24 1/2                | Boxmoor .....               | ..               | 9 10                    | ..                                    | ..                | ..                 | ..                      | 1 5                    | ..                                            | 3 10                   | 4 10                  | ..                       | 7 10                   | ..                        | 7 0                                                | 6 6                                            | 5 6                                          | 4 6                      |       |  |  |
| 28 1/2                | B. Hampstead ..             | ..               | 9 20                    | ..                                    | ..                | ..                 | ..                      | 1 20                   | ..                                            | 3 20                   | 4 20                  | ..                       | 7 20                   | ..                        | 8 0                                                | 7 6                                            | 6 6                                          | 5 0                      |       |  |  |
| 31 1/2                | Tring .....                 | 7 25             | 9 35                    | 10 22                                 | 10 52             | 11 0               | 12 25                   | 1 35                   | 2 25                                          | 3 35                   | 4 35                  | 6 25                     | 7 35                   | 9 56                      | 9 6                                                | 8 6                                            | 7 0                                          | 5 6                      |       |  |  |
|                       | Aylesbury .....             | ..               | 10 15                   | ..                                    | ..                | ..                 | ..                      | 2 15                   | ..                                            | 5 15                   | ..                    | ..                       | 8 15                   | ..                        | ..                                                 | 8 6                                            | ..                                           | 5 6                      |       |  |  |
| 41 1/2                | Leighton .....              | 7 50             | 10 0                    | ..                                    | ..                | ..                 | 12 50                   | ..                     | 2 50                                          | 4 0                    | ..                    | 6 50                     | 8 0                    | ..                        | 12 0                                               | 11 0                                           | 9 0                                          | 7 6                      |       |  |  |
|                       | Bletchley .....             | ..               | 10 15                   | ..                                    | ..                | ..                 | ..                      | ..                     | ..                                            | 4 15                   | ..                    | ..                       | 8 15                   | ..                        | 13 6                                               | 12 6                                           | 10 6                                         | 8 6                      |       |  |  |
| 52 1/2                | Wolverton .....             | 8 15             | 10 30                   | 11 7                                  | 11 37             | 12 0               | 1 15                    | ..                     | 3 15                                          | 4 30                   | ..                    | 7 15                     | 8 30                   | 10 54                     | 15 6                                               | 14 0                                           | 11 6                                         | 9 6                      |       |  |  |
| 60 1/2                | Roads .....                 | ..               | 10 55                   | ..                                    | ..                | ..                 | ..                      | ..                     | ..                                            | 4 55                   | ..                    | 7 40                     | ..                     | ..                        | 17 6                                               | 16 0                                           | 13 6                                         | 10 6                     |       |  |  |
| 63 1/2                | Blisworth .....             | 8 50             | 11 5                    | 11 30                                 | ..                | ..                 | 1 50                    | ..                     | 3 50                                          | 5 5                    | ..                    | 7 50                     | ..                     | ..                        | 18 6                                               | 17 0                                           | 14 0                                         | 11 6                     |       |  |  |
| 69 1/2                | Weedon .....                | 9 5              | 11 25                   | 11 50                                 | 12 20             | 12 40              | 2 5                     | ..                     | 4 5                                           | 5 25                   | ..                    | 8 5                      | ..                     | 11 50                     | 20 6                                               | 18 6                                           | 15 6                                         | 12 6                     |       |  |  |
| 75 1/2                | Crick .....                 | ..               | 11 45                   | ..                                    | ..                | ..                 | ..                      | ..                     | ..                                            | 5 45                   | ..                    | ..                       | ..                     | ..                        | 22 0                                               | 20 0                                           | 17 0                                         | 13 0                     |       |  |  |
| 83 1/2                | Rugby .....                 | 9 40             | 12 5                    | 12 25                                 | 12 55             | 1 15               | 2 40                    | ..                     | 4 40                                          | 6 5                    | ..                    | 8 40                     | ..                     | 12 30                     | 24 6                                               | 22 0                                           | 18 6                                         | 15 6                     |       |  |  |
| 89 1/2                | Brandon .....               | ..               | 12 20                   | ..                                    | ..                | ..                 | ..                      | ..                     | ..                                            | 6 20                   | ..                    | ..                       | ..                     | ..                        | 26 0                                               | 24 0                                           | 20 0                                         | 16 0                     |       |  |  |
| 94 1/2                | Coventry .....              | 10 10            | 12 35                   | 12 55                                 | ..                | 1 45               | 3 10                    | ..                     | 5 10                                          | 6 35                   | ..                    | 9 10                     | ..                     | 1 0                       | 27 6                                               | 25 0                                           | 21 0                                         | 16 6                     |       |  |  |
| 100 1/2               | Hampton .....               | 10 35            | 1 0                     | 1 28                                  | ..                | ..                 | ..                      | ..                     | 5 35                                          | 7 0                    | ..                    | ..                       | ..                     | ..                        | 30 0                                               | 27 6                                           | 23 0                                         | 18 6                     |       |  |  |
| 112 1/2               | BIRMINGHAM ..               | 11 30            | 2 0                     | 2 15                                  | ..                | 2 30               | 4 30                    | ..                     | 6 30                                          | 8 0                    | ..                    | 10 30                    | ..                     | 2 0                       | 32 6                                               | 30 0                                           | 25 0                                         | 20 0                     |       |  |  |

**Sunday Trains.**—Times of Departure, mixed 8 a.m., mail\* 9¾ a.m., mixed to Wolverton 6 p.m., mail\* mixed 8½ p.m.

Children under Ten Years of age, Half-price. Infants in arms, unable to walk free of charge—Soldiers en route are charged under a special agreement.—Dogs are charged for any distance not exceeding 30 miles, 1s.; 55 miles, 2s.; 85 miles 3s.; and the whole distance, 4s. No dogs allowed to be taken inside the carriages.

The check ticket given to the passenger on the payment of his fare will be required from him on leaving the coach or at the station next before his arrival at London or Birmingham; and if not then presented he will be liable to have the Fare again demanded. No Smoking is allowed at the stations, or in the company's carriages.

Carriages and Horses should be at the stations a quarter of an hour before the time of departure, and they cannot be forwarded by any train unless there, at the least, five minutes before its time of departure, which time is punctually observed, and after the doors are closed no Passengers can be admitted.

To guard against accident and delay, it is especially requested that passengers will not leave their seats at any of the stations except Wolverton (half way), where ten minutes are allowed for refreshment.

A Passenger may claim the seat corresponding to the number on his ticket, and when not numbered he may take any seat not previously occupied.—No gratuity, under any circumstances, is allowed to be taken by any servant of the company.

Ten minutes are allowed at the Wolverton Central station, where a female is in attendance, and refreshments may be obtained.

The Trains marked with an asterisk (\*) are in conjunction with those of the Grand Junction Railway; sufficient time being allowed at the Birmingham Station, where refreshment are provided, and waiting rooms, with female attendants.

| Distance from<br>Birmingham. | BIRMINGHAM<br>TO<br>LONDON. |                 | * Mixed Short.<br>6 45 a.m. |       | Mixed Class.<br>6 a.m. |       | * Mail.<br>8½ a.m. |      | Mixed, calling at<br>1st class S. 10 a.m. |      | From Aylesbury<br>mixed 11 a.m. |      | Mixed Class.<br>12 noon |       | * Mixed Class.<br>1¼ p.m. |       | Mixed.<br>3½ p.m. |       | * First Class.<br>4 p.m. |       | From Aylesbury<br>mixed 4 p.m. |       | Mixed Class.<br>5 p.m. |       | First, calling at<br>Mail S. 6 p.m. |       | * Mail, Mixed.<br>12 p.m. |       | FARES.                                            |       |                                                |       |                                              |       |                                          |       |      |       |      |      |
|------------------------------|-----------------------------|-----------------|-----------------------------|-------|------------------------|-------|--------------------|------|-------------------------------------------|------|---------------------------------|------|-------------------------|-------|---------------------------|-------|-------------------|-------|--------------------------|-------|--------------------------------|-------|------------------------|-------|-------------------------------------|-------|---------------------------|-------|---------------------------------------------------|-------|------------------------------------------------|-------|----------------------------------------------|-------|------------------------------------------|-------|------|-------|------|------|
|                              | STATIONS.                   |                 |                             |       |                        |       |                    |      |                                           |      |                                 |      |                         |       |                           |       |                   |       |                          |       |                                |       |                        |       |                                     |       |                           |       | 4 in. car. by<br>day or 1 class<br>6 in. by night |       | 1st class car-<br>riage, 6 in-<br>side, by day |       | 2nd class car-<br>riage, closed,<br>by night |       | 2nd class car-<br>riage, open,<br>by day |       |      |       |      |      |
|                              | Mls.                        |                 |                             |       |                        |       |                    |      |                                           |      |                                 |      |                         |       |                           |       |                   |       |                          |       |                                |       |                        |       |                                     |       |                           |       |                                                   | S. D. | S. D.                                          | S. D. | S. D.                                        | S. D. | S. D.                                    |       |      |       |      |      |
|                              | 12½                         | BIRMINGHAM...   | ..                          | 6 0   | 8 30                   | 10 0  | ..                 | ..   | 12 0                                      | 1 15 | ..                              | 4 0  | ..                      | 5 0   | 6 0                       | 12 0  | ..                | 5 0   | 6 0                      | 12 0  | ..                             | 5 0   | 6 0                    | 12 0  | ..                                  | 5 0   | 6 0                       | 12 0  | ..                                                | 5 0   | 6 0                                            | 12 0  | ..                                           | 5 0   | 6 0                                      | 12 0  | ..   | 5 0   | 6 0  |      |
|                              | 12½                         | Hampton ....    | ..                          | 6 25  | ..                     | 10 25 | ..                 | ..   | 12 25                                     | 1 40 | ..                              | 4 25 | ..                      | 5 25  | 6 25                      | ..    | ..                | 5 25  | 6 25                     | ..    | ..                             | 5 25  | 6 25                   | ..    | ..                                  | 5 25  | 6 25                      | ..    | ..                                                | 5 25  | 6 25                                           | ..    | ..                                           | 5 25  | 6 25                                     | ..    | ..   | 5 25  | 6 25 |      |
|                              | 18½                         | Coventry.....   | ..                          | 6 50  | 9 17                   | 10 45 | ..                 | ..   | 12 50                                     | 2 0  | ..                              | 4 45 | ..                      | 5 50  | 6 45                      | 12 53 | ..                | 5 50  | 6 45                     | 12 53 | ..                             | 5 50  | 6 45                   | 12 53 | ..                                  | 5 50  | 6 45                      | 12 53 | ..                                                | 5 50  | 6 45                                           | 12 53 | ..                                           | 5 50  | 6 45                                     | 12 53 | ..   | 5 50  | 6 45 |      |
|                              | 23½                         | Brandon .....   | ..                          | 7 5   | ..                     | ..    | ..                 | ..   | 1 5                                       | ..   | ..                              | ..   | ..                      | 6 5   | ..                        | ..    | ..                | 6 5   | ..                       | ..    | ..                             | 6 5   | ..                     | ..    | ..                                  | ..    | 7 0                       | ..    | ..                                                | ..    | 7 0                                            | ..    | ..                                           | ..    | 7 0                                      | ..    | ..   | ..    |      |      |
|                              | 29½                         | Rugby.....      | ..                          | 7 25  | 9 15                   | 11 15 | ..                 | ..   | 1 25                                      | 2 30 | 3 30                            | 5 15 | ..                      | 6 25  | 7 15                      | 1 23  | ..                | 6 25  | 7 15                     | 1 23  | ..                             | 6 25  | 7 15                   | 1 23  | ..                                  | 6 25  | 7 15                      | 1 23  | ..                                                | 6 25  | 7 15                                           | 1 23  | ..                                           | 6 25  | 7 15                                     | 1 23  | ..   | 6 25  | 7 15 |      |
|                              | 37                          | Crick .....     | ..                          | 7 50  | ..                     | ..    | ..                 | ..   | 1 50                                      | ..   | ..                              | ..   | ..                      | 6 50  | ..                        | ..    | ..                | 6 50  | ..                       | ..    | ..                             | 6 50  | ..                     | ..    | ..                                  | ..    | 11 0                      | ..    | ..                                                | ..    | 11 0                                           | ..    | ..                                           | ..    | 11 0                                     | ..    | ..   | ..    |      |      |
|                              | 42¾                         | Weedon .....    | ..                          | 8 5   | 10 26                  | 11 55 | ..                 | ..   | 2 5                                       | 3 10 | 4 10                            | 5 55 | ..                      | 7 5   | 7 55                      | 2 9   | 12 6              | 7 5   | 7 55                     | 2 9   | 12 6                           | 7 5   | 7 55                   | 2 9   | 12 6                                | 7 5   | 7 55                      | 2 9   | 12 6                                              | 7 5   | 7 55                                           | 2 9   | 12 6                                         | 7 5   | 7 55                                     | 2 9   | 12 6 | 7 5   | 7 55 |      |
|                              | 49                          | Blisworth ....  | ..                          | 8 25  | ..                     | 12 15 | ..                 | ..   | 2 25                                      | 3 30 | ..                              | 6 15 | ..                      | 7 25  | 8 15                      | ..    | 14 6              | 7 25  | 8 15                     | ..    | 14 6                           | 7 25  | 8 15                   | ..    | 14 6                                | 7 25  | 8 15                      | ..    | 14 6                                              | 7 25  | 8 15                                           | ..    | 14 6                                         | 7 25  | 8 15                                     | ..    | 14 6 | 7 25  |      |      |
|                              | 52¾                         | Roade .....     | ..                          | 8 40  | ..                     | ..    | ..                 | ..   | 2 40                                      | ..   | ..                              | ..   | ..                      | 7 40  | ..                        | ..    | ..                | 7 40  | ..                       | ..    | ..                             | 7 40  | ..                     | ..    | ..                                  | ..    | 15 6                      | ..    | ..                                                | ..    | 15 6                                           | ..    | ..                                           | ..    | 15 6                                     | ..    | ..   | ..    |      |      |
|                              | 59¾                         | Wolverton ....  | 6 45                        | 9 0   | 11 11                  | 12 40 | ..                 | ..   | 3 0                                       | 3 55 | 4 55                            | 6 40 | ..                      | 8 0   | 8 40                      | 2 58  | 17 6              | 8 0   | 8 40                     | 2 58  | 17 6                           | 8 0   | 8 40                   | 2 58  | 17 6                                | 8 0   | 8 40                      | 2 58  | 17 6                                              | 8 0   | 8 40                                           | 2 58  | 17 6                                         | 8 0   | 8 40                                     | 2 58  | 17 6 | 8 0   | 8 40 |      |
|                              | 71½                         | Retchley ....   | 7 5                         | 9 20  | ..                     | ..    | ..                 | ..   | 3 20                                      | ..   | ..                              | ..   | ..                      | 8 20  | ..                        | ..    | ..                | 8 20  | ..                       | ..    | ..                             | 8 20  | ..                     | ..    | ..                                  | ..    | 19 6                      | ..    | ..                                                | ..    | 19 6                                           | ..    | ..                                           | ..    | 19 6                                     | ..    | ..   | ..    |      |      |
|                              | 71½                         | Leighton .....  | 7 20                        | 9 35  | ..                     | 1 15  | ..                 | ..   | 3 35                                      | ..   | ..                              | 7 15 | ..                      | 8 35  | ..                        | ..    | ..                | 8 35  | ..                       | ..    | ..                             | 8 35  | ..                     | ..    | ..                                  | ..    | 21 0                      | ..    | ..                                                | ..    | 21 0                                           | ..    | ..                                           | ..    | 21 0                                     | ..    | ..   | ..    |      |      |
|                              |                             | Aylesbury ....  | 7 0                         | ..    | ..                     | 11 0  | ..                 | ..   | ..                                        | ..   | ..                              | 7 0  | 4 0                     | ..    | ..                        | ..    | ..                | ..    | ..                       | ..    | ..                             | ..    | ..                     | ..    | ..                                  | ..    | ..                        | ..    | ..                                                | ..    | ..                                             | ..    | ..                                           | ..    | ..                                       | ..    | ..   | ..    |      |      |
|                              | 80½                         | Tring .....     | 7 45                        | 10 0  | 12 11                  | 1 40  | 11 40              | 4 0  | 4 55                                      | 5 55 | 7 40                            | 4 30 | 9 0                     | 9 40  | 4 3                       | 23 6  | 21 6              | 9 40  | 4 3                      | 23 6  | 21 6                           | 9 40  | 4 3                    | 23 6  | 21 6                                | 9 40  | 4 3                       | 23 6  | 21 6                                              | 9 40  | 4 3                                            | 23 6  | 21 6                                         | 9 40  | 4 3                                      | 23 6  | 21 6 | 9 40  | 4 3  | 23 6 |
|                              | 84½                         | B. Hampstead .. | 7 55                        | 10 10 | ..                     | 11 50 | 4 10               | ..   | ..                                        | ..   | ..                              | 4 40 | 9 10                    | ..    | ..                        | ..    | ..                | 4 40  | 9 10                     | ..    | ..                             | 4 40  | 9 10                   | ..    | ..                                  | ..    | ..                        | ..    | ..                                                | ..    | ..                                             | ..    | ..                                           | ..    | ..                                       | ..    | ..   | ..    | ..   |      |
|                              | 87½                         | Boxmoor.....    | 8 5                         | 10 20 | ..                     | 12 0  | 4 20               | ..   | ..                                        | ..   | ..                              | 4 50 | 9 20                    | ..    | ..                        | ..    | ..                | 4 50  | 9 20                     | ..    | ..                             | 4 50  | 9 20                   | ..    | ..                                  | ..    | ..                        | ..    | ..                                                | ..    | ..                                             | ..    | ..                                           | ..    | ..                                       | ..    | ..   | ..    | ..   |      |
|                              | 94¾                         | Watford .....   | 8 20                        | 10 35 | ..                     | 2 10  | 12 15              | 4 35 | 5 25                                      | ..   | 8 10                            | 5 10 | 9 35                    | ..    | ..                        | ..    | ..                | 5 10  | 9 35                     | ..    | ..                             | 5 10  | 9 35                   | ..    | ..                                  | ..    | ..                        | ..    | ..                                                | ..    | ..                                             | ..    | ..                                           | ..    | ..                                       | ..    | ..   | ..    | ..   |      |
|                              | 101                         | Harrow .....    | 8 45                        | 11 0  | ..                     | 12 40 | 5 0                | ..   | ..                                        | ..   | ..                              | 5 25 | 10 0                    | ..    | ..                        | ..    | ..                | 5 25  | 10 0                     | ..    | ..                             | 5 25  | 10 0                   | ..    | ..                                  | ..    | ..                        | ..    | ..                                                | ..    | ..                                             | ..    | ..                                           | ..    | ..                                       | ..    | ..   | ..    | ..   |      |
|                              | 112½                        | LONDON .....    | 9 30                        | 12 0  | 1 30                   | 3 30  | 1 15               | 6 0  | 6 45                                      | 7 45 | 9 30                            | 6 15 | 11 0                    | 11 30 | 5 30                      | 32 6  | 30 0              | 11 30 | 5 30                     | 32 6  | 30 0                           | 11 30 | 5 30                   | 32 6  | 30 0                                | 11 30 | 5 30                      | 32 6  | 30 0                                              | 11 30 | 5 30                                           | 32 6  | 30 0                                         | 11 30 | 5 30                                     | 32 6  | 30 0 | 11 30 | 5 30 |      |

**Sunday Trains.**—Times of Departure, Mixed (from Wolverton) 6 45 a.m., \*Mail 8½ a.m., \*Mixed 1¼ p.m., \*Mail, Mix. 12 p.m.

The first class trains consist of first class and mail carriages, carrying four inside (one compartment of which is convertible into a bed carriage, if required) and of carriages carrying six inside.—The mixed trains consist of first class carriages, carrying six inside, and of 2d-class carriages open at the side, without linings, cushions or divisions in the compartments.—The Night Mail train consists of first class carriages carrying six inside, and of second class carriages closed, and entirely protected from the weather.—Each carriage has a small roof lamp by day and night.

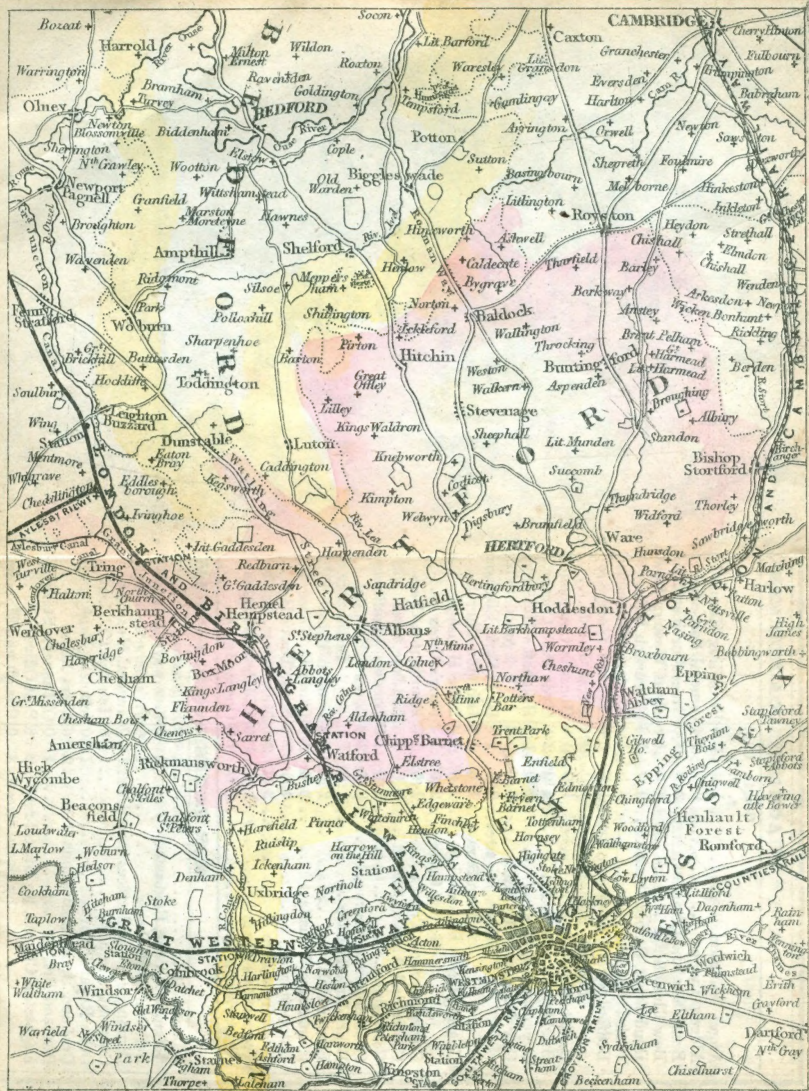
Passengers are especially recommended to have their names and address, or destination, legibly written on each part of their Luggage when it will be placed on the top of the Coach in which they ride, unless it be in a bag, or such other small package as may conveniently be taken under the seats inside, opposite the one they occupy. If the Passenger be destined for Liverpool or Manchester, and has booked his place through, his luggage will be placed on the Liverpool or Manchester coach, and will not be disturbed till it reaches its destination; and to prevent mistakes the Passenger should shew his ticket to the Porters, and see that his luggage is placed on the proper coach.

A Passenger having paid his fare, and taken out a ticket, may go by any of the Trains of that day, but the ticket will not be available on the following day, unless under special circumstances, when it may be exchanged for a new pass for the day required.

The Trains marked with an asterisk (\*) are in conjunction with those of the Grand Junction Railway; sufficient time being allowed at the Birmingham Station, where refreshments are provided, and waiting rooms, with female attendants.









# HACKNEY COACH FARES from EUSTON STATION, LONDON

|                                 | Coach. | Cab.  |   | Coach. | Cab.                             |   | Coach.                       | Cab.  |   |                                   |   |   |   |   |
|---------------------------------|--------|-------|---|--------|----------------------------------|---|------------------------------|-------|---|-----------------------------------|---|---|---|---|
|                                 | s. d.  | s. d. |   | s. d.  | s. d.                            |   | s. d.                        | s. d. |   |                                   |   |   |   |   |
| Angel, Islington .. .. .        | 1      | 6     | 1 | 0      | 1                                | 0 | Obelisk, St. George's Fields | 3     | 6 | 2                                 | 4 |   |   |   |
| Aldgate Pump .. .. .            | 3      | 6     | 2 | 4      | General Post-office .. .. .      | 2 | 6                            | 1     | 8 | Portman-square .. .. .            | 2 | 0 | 1 | 4 |
| Bank, England (Front of) ..     | 3      | 0     | 2 | 0      | Gracechurch st, Spread Eagle     | 3 | 0                            | 2     | 0 | Pantheon Bazaar .. .. .           | 1 | 6 | 1 | 0 |
| Bow Church .. .. .              | 2      | 6     | 1 | 8      | Great Western Railway .. ..      | 2 | 6                            | 1     | 8 | Pantechicon, Knightsbridge        | 3 | 0 | 2 | 0 |
| Bond-street, Oxford-street ..   | 2      | 0     | 1 | 4      | Greenwich Railway .. .. .        | 3 | 6                            | 2     | 4 | Ratcliff Highway, Coach Stand     | 4 | 6 | 3 | 0 |
| Berkeley-square .. .. .         | 2      | 0     | 1 | 4      | Gloster Coffee house, Oxford-st. | 2 | 0                            | 1     | 4 | Regent Circus, Oxford-street      | 1 | 6 | 1 | 0 |
| Bedford-square, by Gower-street | 1      | 6     | 1 | 0      | Holborn, George & Blue Boar      | 1 | 6                            | 1     | 0 | Piccadilly (Chaplain's Office)    | 2 | 0 | 1 | 4 |
| through Bedford Estate          | 1      | 0     | 0 | 8      | Horse Guards .. .. .             | 2 | 0                            | 1     | 4 | Soho-square .. .. .               | 1 | 6 | 1 | 0 |
| British Museum .. .. .          | 1      | 0     | 0 | 8      | House of Commons .. .. .         | 2 | 6                            | 1     | 8 | Somerset House .. .. .            | 2 | 0 | 1 | 4 |
| Bricklayer's Arms .. .. .       | 2      | 6     | 1 | 8      | Hyde Park Corner, Piccadilly     | 3 | 0                            | 2     | 0 | Sadler's Wells Theatre .. ..      | 2 | 0 | 1 | 4 |
| Bryanstone square .. .. .       | 2      | 0     | 1 | 4      | Hatchett's Hotel, Piccadilly     | 2 | 6                            | 1     | 8 | Session's House, Clerkenwell      | 2 | 0 | 1 | 4 |
| City Boundary, Aldgate .. ..    | 3      | 6     | 2 | 4      | (outside Western Gate)           | 2 | 0                            | 1     | 4 | Surrey Chapel, Blackfriars-road   | 3 | 0 | 2 | 0 |
| Aldersgate-street .. .. .       | 2      | 6     | 1 | 8      | Hyde Park, Edgeware-road ..      | 2 | 0                            | 1     | 4 | Shoreditch Church .. .. .         | 3 | 0 | 2 | 0 |
| Holborn Bars .. .. .            | 1      | 6     | 1 | 0      | Islington Church .. .. .         | 2 | 0                            | 1     | 4 | St. Katherine's Wharf .. ..       | 4 | 0 | 2 | 8 |
| Charing Cross Statue .. .. .    | 2      | 0     | 1 | 4      | India House .. .. .              | 3 | 0                            | 2     | 0 | St. Luke's Hospital .. .. .       | 2 | 6 | 1 | 8 |
| Golden Cross .. .. .            | 2      | 0     | 1 | 4      | King's Cross .. .. .             | 1 | 0                            | 0     | 8 | St. Paul's, Ludgate-hill ..       | 2 | 6 | 1 | 8 |
| Covent Garden, Piazza .. ..     | 1      | 6     | 1 | 0      | Kennington Cross .. .. .         | 4 | 0                            | 2     | 8 | St. James's Palace .. .. .        | 2 | 6 | 1 | 8 |
| Crown and Anchor, Strand ..     | 2      | 0     | 1 | 4      | Lad-lane, Swan with two Necks    | 2 | 6                            | 1     | 8 | Temple Bar .. .. .                | 2 | 0 | 1 | 4 |
| Colosseum .. .. .               | 1      | 6     | 1 | 0      | London & Southampton Railway     | 4 | 0                            | 2     | 8 | Vauxhall Gardens .. .. .          | 4 | 6 | 3 | 0 |
| Custom House Stairs .. .. .     | 3      | 6     | 2 | 4      | London Hospital .. .. .          | 4 | 0                            | 2     | 8 | Westminster Bridge .. .. .        | 2 | 6 | 1 | 8 |
| Drury-lane Theatre .. .. .      | 1      | 6     | 1 | 0      | Institution, Moorfields .. ..    | 3 | 0                            | 2     | 0 | Welsh School, Grey's Inn road     | 1 | 6 | 1 | 0 |
| Exeter Hall .. .. .             | 2      | 0     | 1 | 4      | London Bridge Wharf .. .. .      | 3 | 0                            | 2     | 0 | Whitechapel Church .. .. .        | 4 | 0 | 2 | 8 |
| Elephant and Castle .. .. .     | 3      | 6     | 2 | 4      | Lambeth, Three Stags .. .. .     | 3 | 6                            | 2     | 4 | White Conduit House .. ..         | 2 | 0 | 1 | 4 |
| Eaton-square .. .. .            | 4      | 0     | 2 | 8      | Mint, Tower Hill .. .. .         | 3 | 6                            | 2     | 4 | Wood-street, Cross Keys ..        | 2 | 6 | 1 | 8 |
| Finsbury-square .. .. .         | 3      | 0     | 2 | 0      | Marsh Gate, Lambeth .. .. .      | 3 | 0                            | 2     | 0 | Yorkshire Stingo .. .. .          | 2 | 0 | 1 | 4 |
| Freemason's Tavern .. .. .      | 1      | 6     | 1 | 0      | Middlesex Hospital .. .. .       | 1 | 6                            | 1     | 0 | Zoological Gardens, Regent's Park | 2 | 0 | 1 | 4 |
| Fitzroy-square .. .. .          | 1      | 0     | 0 | 8      | Opera House .. .. .              | 2 | 0                            | 1     | 4 | Surrey .. .. .                    | 4 | 6 | 3 | 0 |

## CAR FARES from the RAILWAY STATION, BIRMINGHAM.

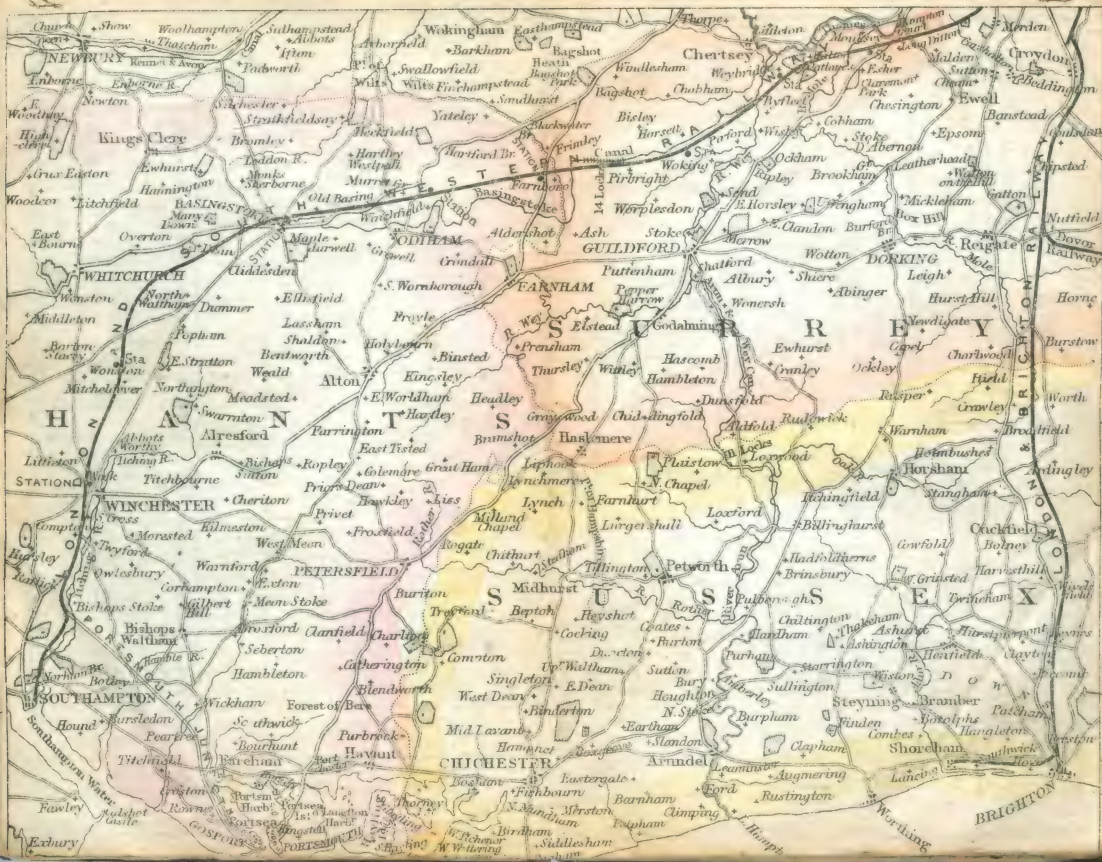
|                                       |   |   |                                       |   |   |                                   |   |   |
|---------------------------------------|---|---|---------------------------------------|---|---|-----------------------------------|---|---|
| Albion Hotel .. .. .                  | 1 | 0 | Edgbaston, Wellington-st, Bristol-rd. | 2 | 0 | Swan Hotel .. .. .                | 1 | 0 |
| Botanic Gardens, Edgbaston            | 2 | 6 | Five ways Toll gate .. .. .           | 2 | 0 | St. Martin's Church .. .. .       | 1 | 0 |
| Bell Inn, Bristol-road .. .. .        | 1 | 0 | Free School, New-street .. ..         | 1 | 0 | St. Philip's Church (Dee's Hotel) | 1 | 0 |
| Birmingham Canal-office, Paradise-st. | 1 | 0 | General Hospital .. .. .              | 1 | 0 | St. George's Church .. .. .       | 1 | 6 |
| Crescent (any part) .. .. .           | 1 | 0 | Hen and Chickens Hotel .. ..          | 1 | 0 | St. Mary's Chapel .. .. .         | 1 | 0 |
| Dee's Royal Hotel .. .. .             | 1 | 0 | Icknield Bridge, Monument-road        | 2 | 0 | St. Paul's Chapel, Ludgate Hill   | 1 | 6 |
| Deaf and Dumb Institutions ..         | 1 | 2 | News Room .. .. .                     | 1 | 0 | Sand Pits Toll-gate .. .. .       | 2 | 0 |
| Deritend Bridge .. .. .               | 1 | 0 | Old-square, Stork Hotel .. ..         | 1 | 0 | Trinity Chapel, Deritend ..       | 1 | 6 |
| Edgbaston Church, by Bristol-road     | 2 | 6 | Post Office .. .. .                   | 1 | 0 | Town Hall .. .. .                 | 1 | 0 |
| by Broad-street .. .. .               | 3 | 0 | Plough and Harrow, Hagley-road        | 2 | 6 | Theatre .. .. .                   | 1 | 0 |

# GREAT WESTERN RAILWAY

| Distance. | Mls. | LONDON<br>TO<br>FARINGDON<br>ROAD. |                | Goods              |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        |                                  | FARES.         |                |                |
|-----------|------|------------------------------------|----------------|--------------------|---------|------------------|---------|-------------------|---------------------|---------|----------------------|---------|--------|------------------|--------|--------------------|------------------|------------------|---------------------|--------|----------------------------------|----------------|----------------|----------------|
|           |      | 8 a.m.                             | 8½ a.m.        | 9 a.m.             | 10 a.m. | 10½ a.m.         | 12 noon | 1½ p.m.           | 2 p.m.              | 3½ a.m. | 4 p.m.               | 4½ p.m. | 5 p.m. | 5½ p.m.          | 6 p.m. | 7 p.m.             | 8 p.m.           | 855 p.m.<br>Mail | 4 a.m.              | 9 p.m. | First<br>Class                   | 2nd<br>Class   | Goods<br>Train |                |
|           |      | Paddington                         |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | s. d.                            | s. d.          | s. d.          |                |
|           | 6    | Ealing .....                       |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 1 6                              | 0 9            | —              |                |
|           | 7    | Hanwell .....                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 2 0                              | 1 0            | —              |                |
|           | 9    | Southall .....                     |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 2 6                              | 1 3            | 0 9            |                |
|           | 13   | West Drayton..                     |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 3 0                              | 1 6            | 1 0            |                |
|           | 18   | Slough .....                       |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 4 6                              | 2 6            | 1 6            |                |
|           | 22   | Maidenhead ..                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 5 6                              | 3 6            | 2 0            |                |
|           | 31   | Twyford .....                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 7 0                              | 5 0            | 2 6            |                |
|           |      | Reading .....                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 8 0                              | 5 6            | 3 0            |                |
|           |      | Pangbourne ..                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 9 6                              | 6 6            | 3 6            |                |
|           |      | Goring .....                       |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 10 6                             | 7 0            | —              |                |
|           |      | Moulsford .....                    |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 11 6                             | 8 0            | 4 6            |                |
|           |      | Steventon .....                    |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 12 6                             | 8 6            | 5 0            |                |
|           |      | Faringdon Road                     |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 14 0                             | 10 0           | 6 0            |                |
|           |      | FARINGDON<br>ROAD<br>TO<br>LONDON. | 3 a.m.<br>mail | Reading<br>7½ a.m. | 8 a.m.  | Slough<br>9 a.m. | 9 a.m.  | Slough<br>10 a.m. | Reading<br>10½ a.m. | 11 a.m. | Maidhead<br>12 noon. | 1 p.m.  | 3 p.m. | Slough<br>4 p.m. | 5 p.m. | Maidhead<br>6 p.m. | Slough<br>7 p.m. | 7 p.m.           | Maidhead<br>9½ p.m. | 4 a.m. | 9 p.m.<br>Except on<br>Saturdays | First<br>Class | 2nd<br>Class   | Goods<br>Train |
|           |      | Faringdon Road                     |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | s. d.                            | s. d.          | s. d.          |                |
|           |      | Steventon .....                    |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 2 0                              | 1 6            | 1 0            |                |
|           |      | Moulsford .....                    |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 3 0                              | 2 0            | 1 6            |                |
|           |      | Goring .....                       |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 4 0                              | 3 0            | —              |                |
|           |      | Pangbourne ..                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 5 0                              | 4 0            | 2 6            |                |
|           |      | Reading .....                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 6 0                              | 4 6            | 3 0            |                |
|           |      | Twyford .....                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 7 6                              | 5 6            | 4 0            |                |
|           |      | Maidenhead ..                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 9 6                              | 6 6            | 4 6            |                |
|           |      | Slough .....                       |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 10 6                             | 7 6            | 5 0            |                |
|           |      | West Drayton..                     |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 11 6                             | 8 6            | 5 6            |                |
|           |      | Southall .....                     |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 12 6                             | 9 0            | 5 9            |                |
|           |      | Hanwell .....                      |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 12 6                             | 9 0            | —              |                |
|           |      | Ealing .....                       |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 13 6                             | 9 6            | —              |                |
|           |      | Paddington .....                   |                |                    |         |                  |         |                   |                     |         |                      |         |        |                  |        |                    |                  |                  |                     |        | 14 0                             | 10 0           | 6 0            |                |

**Sunday Trains** leave Paddington for Steventon at 8, 8½, 9, and 9½ a.m., and 5, 6, 7, 8, 8½ p.m.; & goods train 4 a.m. From Steventon to Paddington at 3½, and 8½ a.m., 5½ p.m.; Reading to Paddington 7½ a.m. and 7 p.m.; Slough to Paddington 9 a.m. 5 and 7 p.m.; Maidenhead to Paddington 9½ p.m. Goods train 4½ a.m. and 9½ p.m.





# LONDON & SOUTH WESTERN RAILWAY.

## ON AND AFTER THE 12th OF OCTOBER,

*The Hours of Departure will be as follows:—*

### DOWN TRAINS, from Vauxhall.

|                                                |      |        |
|------------------------------------------------|------|--------|
| To Southampton ( <i>Mixed Train</i> )....      | 8    | Morn.  |
| To Woking Common ( <i>do.</i> ) .....          | 9 30 | "      |
| To Southampton ( <i>First Class Train</i> ) 11 | "    | "      |
| To Southampton ( <i>Goods</i> ) .....          | 12   | "      |
| To Southampton ( <i>Mixed Train</i> )....      | 1    | After. |
| To Southampton ( <i>First Class</i> ).....     | 3    | "      |
| To Woking Common ( <i>Mixed Train</i> ) 4      | "    | "      |
| To Southampton .....( <i>do.</i> ).....        | 5    | "      |
| To Southampton ( <i>Mail</i> ) .....           | 8 30 | "      |
| To Southampton ( <i>Goods</i> ) .....          | 8 45 | "      |

### UP TRAINS, to Vauxhall.

|                                              |      |        |
|----------------------------------------------|------|--------|
| From Southampton ( <i>Mail</i> ).....        | 2    | Morn.  |
| From Southampton ( <i>Mixed Train</i> )..    | 6    | "      |
| From Woking Common ( <i>do.</i> ).....       | 7 45 | "      |
| From Southampton ( <i>Goods</i> ) .....      | 10   | "      |
| From Southampton ( <i>First Class</i> )....  | 11   | "      |
| From Woking Common ( <i>Mixed Train</i> ) 12 | "    | "      |
| From Southampton .....( <i>do.</i> )....     | 1 30 | After. |
| From Southampton ( <i>First Class</i> )....  | 3    | "      |
| From Southampton ( <i>Mixed Train</i> )..    | 6    | "      |
| From Southampton ( <i>Goods</i> ) .....      | 8    | "      |

The *First Class Trains* will perform the journey in three hours, taking *First Class Passengers only*, excepting that accommodation will be afforded for a limited number of Servants in Livery, 13s. each. These Trains will not call at any Stations between London and Woking Common, but will take up and set down Passengers at all the Stations between Woking Common and Southampton.

The *Mixed Trains* will call at all the Stations, except the Train which leaves London at 8 o'clock, a.m., which will stop at any Station, in case Passengers are waiting to go to the west of Woking Common.

Third Class Passengers will be taken by the Goods' Trains.

### SUNDAY TRAINS.

#### DOWN.

|                                             |       |        |
|---------------------------------------------|-------|--------|
| To Southampton ....( <i>Mixed Train</i> ).. | 10    | Morn.  |
| To Woking Common....( <i>do.</i> ).....     | 10 30 | "      |
| To Southampton.....( <i>Goods</i> ) .....   | 12    | "      |
| To Southampton ....( <i>Mixed Train</i> ).. | 5     | After. |
| To Woking Common....( <i>do.</i> ) .....    | 7 30  | "      |
| To Southampton .....( <i>Mail</i> ) .....   | 8 30  | "      |
| To Southampton.....( <i>Goods</i> ) .....   | 8 45  | "      |

#### UP.

|                                            |    |        |
|--------------------------------------------|----|--------|
| From Southampton.....( <i>Mail</i> ).....  | 2  | Morn.  |
| From Woking Common( <i>Mixed Train</i> ) 9 | "  | "      |
| From Southampton .....( <i>do.</i> ).....  | 10 | "      |
| From Southampton....( <i>Goods</i> ).....  | 10 | "      |
| From Southampton..( <i>Mixed Train</i> ).. | 5  | After. |
| From Woking Common..( <i>do.</i> ).....    | 6  | "      |
| From Southampton....( <i>Goods</i> ) ..... | 8  | "      |

### FARES.

| Distance. | STATIONS.                        | FAST TRAIN |            | MIXED TRAIN. |            | GOODS TR. |
|-----------|----------------------------------|------------|------------|--------------|------------|-----------|
|           |                                  | 1st Class. | 1st Class. | 2nd Class.   | 3rd Class. |           |
| Miles.    |                                  | s. d.      | s. d.      | s. d.        | s. d.      |           |
| 3         | London to Wandsworth .. . . .    | ..         | 1 0        | 0 6          | ..         |           |
| 6         | ..... Wimbledon .. . . .         | ..         | 1 6        | 1 0          | ..         |           |
| 10        | ..... Kingston .. . . .          | ..         | 2 0        | 1 6          | ..         |           |
| 13        | ..... Esher and Hampton Court .. | ..         | 2 6        | 1 6          | ..         |           |
| 15½       | ..... Walton .. . . .            | ..         | 3 0        | 2 0          | ..         |           |
| 17½       | ..... Weybridge .. . . .         | ..         | 3 6        | 2 0          | ..         |           |
| 23        | ..... Woking .. . . .            | 6 0        | 5 0        | 3 6          | 2 6        |           |
| 31½       | ..... Farnborough .. . . .       | 8 6        | 7 6        | 5 0          | 3 0        |           |
| 38        | ..... Winchfield .. . . .        | 10 0       | 9 0        | 6 0          | 3 6        |           |
| 46        | ..... Basingstoke .. . . .       | 12 0       | 11 0       | 7 0          | 4 0        |           |
| 56        | ..... Andover Road .. . . .      | 15 0       | 13 6       | 9 0          | 5 0        |           |
| 64        | ..... Winchester .. . . .        | 17 6       | 15 6       | 10 0         | 6 0        |           |
| 76½       | ..... Southampton .. . . .       | 20 0       | 18 0       | 12 0         | 7 0        |           |

\* London time will be observed.

W. REED, Secretary.



| Distance to<br>Birmingham. | BIRMINGHAM<br>TO<br>LIVERPOOL<br>AND<br>MANCHESTER. | FARES.                  |       |                         |       |                   |       |                         |       |                         |        |                          |  |                 |  |               |  |              |  |                               |  |
|----------------------------|-----------------------------------------------------|-------------------------|-------|-------------------------|-------|-------------------|-------|-------------------------|-------|-------------------------|--------|--------------------------|--|-----------------|--|---------------|--|--------------|--|-------------------------------|--|
|                            |                                                     | London Mail.<br>2¼ a.m. |       | Second Class.<br>6 a.m. |       | Mail.<br>11½ a.m. |       | First Class.<br>2¼ p.m. |       | London Mail.<br>2¾ p.m. |        | Second Class.<br>3½ p.m. |  | Mail.<br>5 p.m. |  | Second Class. |  | First Class. |  | Gentle-<br>men's<br>Carriages |  |
|                            |                                                     | H. M.                   | H. M. | H. M.                   | H. M. | H. M.             | H. M. | H. M.                   | H. M. | S. D.                   | S. D.  | £ s. D.                  |  |                 |  |               |  |              |  |                               |  |
| Mile                       | STATIONS.                                           | H. M.                   | H. M. | H. M.                   | H. M. | H. M.             | H. M. | H. M.                   | H. M. | S. D.                   | S. D.  | £ s. D.                  |  |                 |  |               |  |              |  |                               |  |
|                            | BIRMINGHAM.....                                     | 2 15                    | 6 0   | 11 30                   | 2 15  | 2 45              | 3 30  | 5 0                     |       |                         |        |                          |  |                 |  |               |  |              |  |                               |  |
| 3½                         | PERRY BAR.....                                      | ..                      | 6 8   | ..                      | ..    | ..                | 3 38  | ..                      | 1 0   | 1 6                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 6½                         | NEWTON ROAD.....                                    | ..                      | 6 20  | ..                      | ..    | ..                | 3 50  | ..                      | 1 0   | 1 6                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 9½                         | WALSALL.....                                        | 2 33                    | 6 30  | 11 48                   | ..    | ..                | 4 0   | ..                      | 1 6   | 2 0                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 10½                        | JAMES'S BRIDGE.....                                 | ..                      | 6 33  | ..                      | ..    | ..                | 4 3   | ..                      | 1 6   | 2 0                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 12                         | WILLENHALL.....                                     | ..                      | 6 46  | ..                      | ..    | ..                | 4 16  | ..                      | 2 0   | 2 6                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 14½                        | WOLVERHAMPTON...                                    | 2 44                    | 6 56  | 11 59                   | 2 45  | 3 14              | 4 26  | 5 29                    | 2 6   | 3 0                     | 10 0   |                          |  |                 |  |               |  |              |  |                               |  |
| 20                         | FOUR ASHES.....                                     | ..                      | 7 13  | ..                      | ..    | ..                | 4 43  | ..                      | 3 0   | 4 0                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 21½                        | SPREAD EAGLE.....                                   | ..                      | 7 17  | ..                      | ..    | ..                | 4 47  | ..                      | 3 6   | 4 6                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 24                         | PENKRIDGE.....                                      | ..                      | 7 30  | ..                      | ..    | ..                | 5 0   | ..                      | 4 0   | 5 0                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 29½                        | STAFFORD.....                                       | 3 10                    | 7 43  | 12 25                   | 3 10  | 3 40              | 5 13  | 5 55                    | 5 0   | 6 0                     | 1 0 0  |                          |  |                 |  |               |  |              |  |                               |  |
| 32½                        | BRIDGEFORD.....                                     | ..                      | 7 57  | ..                      | ..    | ..                | 5 27  | ..                      | 5 6   | 7 0                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 35                         | NORTON BRIDGE.....                                  | ..                      | 8 9   | ..                      | ..    | ..                | 5 39  | ..                      | 6 0   | 7 6                     |        |                          |  |                 |  |               |  |              |  |                               |  |
| 43½                        | WHITMORE.....                                       | 3 44                    | 8 29  | 12 59                   | 3 44  | 4 14              | 5 59  | 6 29                    | 8 0   | 9 6                     | 1 10 0 |                          |  |                 |  |               |  |              |  |                               |  |
| 46                         | MADELEY.....                                        | ..                      | 8 41  | ..                      | ..    | ..                | 6 11  | ..                      | 8 6   | 10 0                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 51½                        | BASFORD.....                                        | ..                      | 8 53  | ..                      | ..    | ..                | 6 23  | ..                      |       |                         |        |                          |  |                 |  |               |  |              |  |                               |  |
| 54                         | CREWE.....                                          | 4 9                     | 8 59  | 1 24                    | 4 9   | 4 39              | 6 29  | 6 54                    | 10 6  | 12 0                    | 1 15 0 |                          |  |                 |  |               |  |              |  |                               |  |
| 56                         | COPPENHALL.....                                     | ..                      | 9 10  | ..                      | ..    | ..                | 6 40  | ..                      | 10 6  | 12 6                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 58½                        | MINSHULL VERNON..                                   | ..                      | 9 18  | ..                      | ..    | ..                | 6 48  | ..                      | 11 0  | 13 0                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 61½                        | WINSFORD.....                                       | ..                      | 9 27  | ..                      | ..    | ..                | 6 57  | ..                      | 11 6  | 13 6                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 65½                        | HARTFORD.....                                       | 4 38                    | 9 37  | 1 53                    | 4 38  | 5 8               | 7 7   | 7 23                    | 12 0  | 14 0                    | 2 2 0  |                          |  |                 |  |               |  |              |  |                               |  |
| 67½                        | ACTON.....                                          | ..                      | 9 48  | ..                      | ..    | ..                | 7 18  | ..                      | 12 6  | 15 0                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 72½                        | PRESTON BROOK....                                   | ..                      | 10 1  | ..                      | ..    | ..                | 7 31  | ..                      | 13 6  | 15 6                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 75                         | MOORE.....                                          | ..                      | 10 6  | ..                      | ..    | ..                | 7 36  | ..                      | 14 0  | 16 0                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 78                         | WARRINGTON.....                                     | 5 9                     | 10 14 | 2 24                    | 5 9   | 5 39              | 7 44  | 7 54                    | 14 0  | 17 0                    | 2 10 0 |                          |  |                 |  |               |  |              |  |                               |  |
| 82½                        | NEWTON JUNCTION..                                   | ..                      | 10 32 | ..                      | ..    | ..                | 8 2   | ..                      | 15 0  | 18 0                    |        |                          |  |                 |  |               |  |              |  |                               |  |
| 97½                        | MANCHESTER AND<br>LIVERPOOL.....                    | 6 15                    | 11 15 | 3 30                    | 6 15  | 6 45              | 8 45  | 9 0                     | 17 0  | 21 0                    | 3 0 0  |                          |  |                 |  |               |  |              |  |                               |  |

Gentlemen riding in their own carriages charged second class fares. Servants and grooms riding with the horses, 14s.

FARE, in Third Class Open Carriages at 6 a.m., 11s.

**Charge for the Conveyance of Dogs.**— For any distance under 25 miles, one shilling; for 25 miles and under 50, one shilling and sixpence; for 50 miles and under 75, two shillings; for 75 miles and under 90, two shillings and sixpence; and for any longer distance, three shillings.

| Distance from<br>Liverpool & Man-<br>Miles | LIVERPOOL<br>AND<br>MANCHESTER<br>TO<br>BIRMINGHAM.<br><br>STATIONS. | London Mail. | Second Class. | Mail.   | Mail.    | First Class. | Second Class. | London Mail. | FARES.        |              |                               |
|--------------------------------------------|----------------------------------------------------------------------|--------------|---------------|---------|----------|--------------|---------------|--------------|---------------|--------------|-------------------------------|
|                                            |                                                                      | 3½ a.m.      | 6 a.m.        | 8¼ a.m. | 10½ a.m. | 12¼ p.m.     | 4 p.m.        | 7 p.m.       | Second Class. | First Class. | Gentle-<br>men's<br>Carriages |
|                                            |                                                                      | H. M.        | H. M.         | H. M.   | H. M.    | H. M.        | H. M.         | H. M.        | S. D.         | S. D.        | £ S. D.                       |
|                                            | MANCHESTER AND<br>LIVERPOOL..... }<br>NEWTON JUNCTION..              | 3 30         | 6 0           | 8 15    | 10 30    | 12 15        | 4 0           | 7 0          |               |              |                               |
| 14½                                        | WARRINGTON.....                                                      | 4 17         | 6 55          | 9 2     | 11 20    | 1 2          | 4 55          | 7 47         | 3 6           | 4 0          | 15 0                          |
| 19½                                        | MOORE.....                                                           |              | 7 3           | ..      | ..       | ..           | 5 3           | ..           | 4 0           | 5 0          |                               |
| 22½                                        | PRESTON BROOK....                                                    | ..           | 7 16          | ..      | ..       | ..           | 5 16          | ..           | 4 6           | 5 6          |                               |
| 25                                         | ACTON.....                                                           | ..           | 7 30          | ..      | ..       | ..           | 5 30          | ..           | 5 6           | 6 0          | 1 5 0                         |
| 29½                                        | HARTFORD.....                                                        | 4 53         | 7 40          | 9 38    | 11 58    | 1 38         | 5 40          | 8 23         | 6 0           | 7 0          |                               |
| 31                                         | WINSFORD.....                                                        | ..           | 7 56          | ..      | ..       | ..           | 5 56          | :            | 6 6           | 7 6          |                               |
| 36½                                        | MINSHULL VERNON..                                                    | ..           | 8 2           | ..      | ..       | ..           | 6 2           | ..           | 7 0           | 8 0          |                               |
| 38½                                        | COPPENHALL.....                                                      | ..           | 8 13          | ..      | ..       | ..           | 6 13          | ..           | 7 6           | 9 0          | 1 10 0                        |
| 41½                                        | CREWE.....                                                           | 5 24         | 8 23          | 10 9    | 12 32    | 2 9          | 6 23          | 8 54         | 8 0           | 9 6          |                               |
| 43½                                        | BASFORD.....                                                         | ..           | 8 32          | ..      | ..       | ..           | 6 32          | ..           | 9 6           | 11 0         | 1 15 0                        |
| 46                                         | MADELEY.....                                                         | ..           | 8 52          | ..      | ..       | ..           | 6 52          | ..           | 10 0          | 12 0         |                               |
| 51½                                        | WHITMORE.....                                                        | 6 5          | 9 5           | 10 50   | 1 15     | 2 50         | 7 5           | 9 35         | 11 6          | 13 6         |                               |
| 54                                         | NORTON BRIDGE....                                                    | ..           | 9 25          | ..      | ..       | ..           | 7 25          | ..           | 12 0          | 14 0         |                               |
| 62½                                        | BRIDGEFORD.....                                                      | ..           | 9 37          | ..      | ..       | ..           | 7 37          | ..           | 12 6          | 15 0         | 2 2 0                         |
| 64                                         | STAFFORD.....                                                        | 6 37         | 9 45          | 11 22   | 1 47     | 3 22         | 7 45          | 10 7         | 13 6          | 16 0         |                               |
| 68½                                        | PENKRIDGE.....                                                       | ..           | 10 6          | ..      | ..       | ..           | 8 6           | ..           | 14 0          | 16 6         |                               |
| 73½                                        | SPREAD EAGLE.....                                                    | ..           | 10 15         | ..      | ..       | ..           | 8 15          | ..           | 14 0          | 16 6         |                               |
| 76                                         | FOUR ASHES.....                                                      | ..           | 10 19         | ..      | ..       | ..           | 8 19          | ..           | 15 0          | 19 0         | 2 10 0                        |
| 77½                                        | WOLVERHAMPTON...                                                     | 7 18         | 10 36         | 12 3    | 2 32     | 4 3          | 8 36          | 10 48        | 16 0          | 19 0         |                               |
| 83                                         | WILLENHALL.....                                                      | ..           | 10 50         | ..      | ..       | ..           | 8 50          | ..           | 16 0          | 19 6         |                               |
| 85½                                        | JAMES'S BRIDGE....                                                   | ..           | 10 56         | ..      | ..       | ..           | 8 56          | ..           | 16 0          | 21 0         |                               |
| 87½                                        | WALSALL.....                                                         | ..           | 10 59         | ..      | 2 40     | ..           | 8 59          | 11 0         | 17 0          | 21 0         |                               |
| 88                                         | NEWTON ROAD.....                                                     | ..           | 11 9          | ..      | ..       | ..           | 9 9           | ..           | 17 0          | 21 0         |                               |
| 90½                                        | PERRY BAR.....                                                       | ..           | 11 19         | ..      | ..       | ..           | 9 19          | ..           | 17 0          | 21 0         |                               |
| 94                                         | BIRMINGHAM.....                                                      | 8 0          | 11 30         | 12 45   | 3 15     | 4 45         | 9 30          | 11 30        | 17 0          | 21 0         | 3 0 0                         |
| 97½                                        |                                                                      |              |               |         |          |              |               |              |               |              |                               |

**Sunday Trains.**—Grand Junction, Mixed Trains throughout, calling at the first class stations, leave Birmingham at 2 15, 7 30, 11 30, and 2 45. Liverpool and Manchester at 3 30, 8 15, 10 30, and 7.

FARE, in Third Class Open Carriages at 6 a.m., 11s.

Trains from Manchester at 30 minutes past 3 a.m., at half-past 10 p.m., and 7 p.m., being mail trains, and obliged to stop at Parkside, will not stop to take up passengers at Newton Bridge.—All the company's servants are strictly enjoined on pain of dismissal, to observe the utmost civility and attention towards all Passengers.



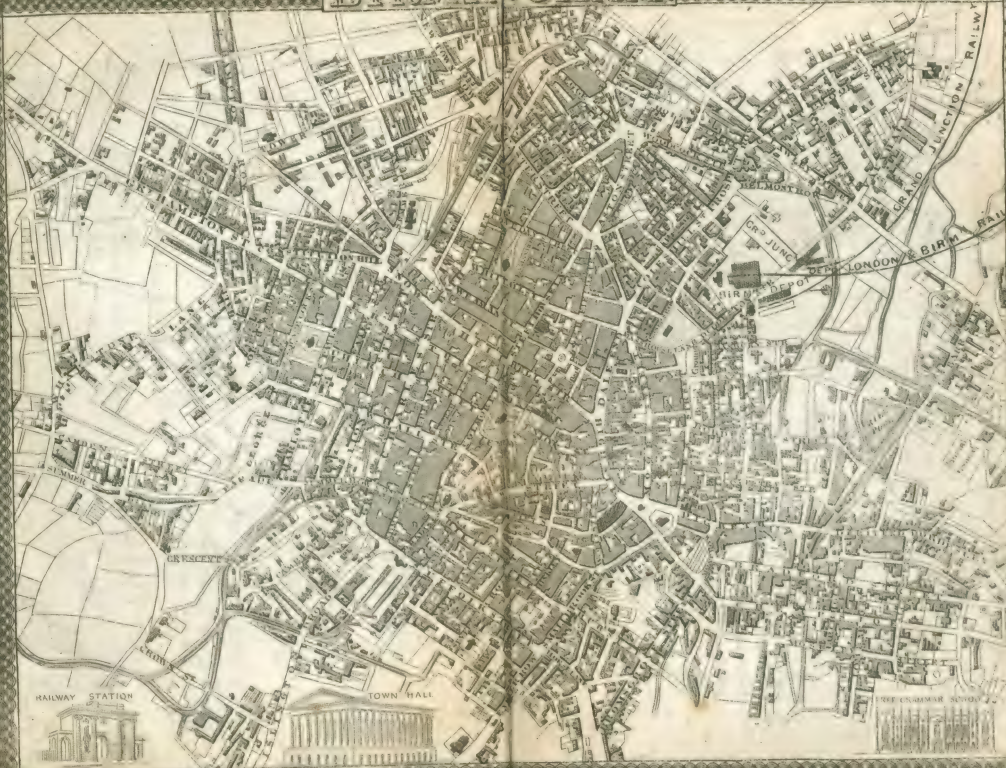
MAP OF THE RAILWAYS IN  
*LANCASHIRE &c*







# BIRMINGHAM



# BIRMINGHAM AND GLOUCESTER.

| BIRMINGHAM<br>TO<br>CHELTENHAM. | Mixed, calling only at first class stations | Mixed, with 3rd cls. carr. calling at all the stations | Mixed, calling only at 1st class stations | Mixed, calling only at the 1st cls. stations | Mixed, with 3d cls. carr. calling at all stations | FARES.    |           |           |
|---------------------------------|---------------------------------------------|--------------------------------------------------------|-------------------------------------------|----------------------------------------------|---------------------------------------------------|-----------|-----------|-----------|
|                                 |                                             |                                                        |                                           |                                              |                                                   | 1st Class | 2nd Class | 3rd Class |
| By Coach from Birmingham.....   | h. m. 6 0                                   | h. m. 9 0                                              | h. m. 12 0                                | h. m. 2 0                                    | h. m. 5 0                                         | s. d.     | s. d.     | s. d.     |
| From Bromsgrove ....            | 7 50                                        | 10 50                                                  | 1 50                                      | 3 50                                         | 6 50                                              | 3 6       | 2 6       | 1 6       |
| Droitwich .....                 | ..                                          | ..                                                     | ..                                        | ..                                           | ..                                                | 5 0       | 3 6       | 2 0       |
| Arrival at Spetchley ..         | 8 15                                        | 11 17                                                  | 2 15                                      | 4 15                                         | 7 17                                              | 6 6       | 4 6       | 2 6       |
| Do. at Worcester by C.          | 8 45                                        | 11 47                                                  | 2 45                                      | 4 45                                         | 7 47                                              | 6 6       | 4 6       | 2 6       |
| Defford .....                   | ..                                          | ..                                                     | ..                                        | ..                                           | ..                                                | 8 6       | 5 6       | 3 6       |
| Eckington .....                 | ..                                          | ..                                                     | ..                                        | ..                                           | ..                                                | 9 0       | 6 0       | 3 6       |
| Bredon .....                    | ..                                          | ..                                                     | ..                                        | ..                                           | ..                                                | 9 6       | 6 6       | 4 0       |
| Ashelchurch .....               | ..                                          | ..                                                     | ..                                        | ..                                           | ..                                                | 10 0      | 7 0       | 4 6       |
| Tewkesbury .....                | ..                                          | ..                                                     | ..                                        | ..                                           | ..                                                | 10 6      | 7 6       | 5 0       |
| Arrival at Cheltenham..         | 9 17                                        | 12 22                                                  | 3 17                                      | 5 17                                         | 8 22                                              | 11 6      | 8 0       | 5 0       |

| CHELTENHAM<br>TO<br>BIRMINGHAM.    | Mixed, calling only at first class stations | Mixed, with 3d cls. carr. calling at all the stations | Mixed, calling only at the 1st class stations | Mixed, with 3d cls. carr. calling at all the stations | Mixed, calling only at the first class stations | 1st Class | 2nd Class | 3rd Class |
|------------------------------------|---------------------------------------------|-------------------------------------------------------|-----------------------------------------------|-------------------------------------------------------|-------------------------------------------------|-----------|-----------|-----------|
|                                    |                                             |                                                       |                                               |                                                       |                                                 | Class     | Class     | Class     |
| From Cheltenham ....               | 7 30                                        | 10 0                                                  | 1 0                                           | 5 0                                                   | 8 0                                             |           |           |           |
| Ashelchurch .....                  | ..                                          | ..                                                    | ..                                            | ..                                                    | ..                                              | 2 0       | 1 6       | 1 0       |
| Tewkesbury .....                   | ..                                          | ..                                                    | ..                                            | ..                                                    | ..                                              | 2 6       | 1 6       | 1 0       |
| Bredon .....                       | ..                                          | ..                                                    | ..                                            | ..                                                    | ..                                              | 2 6       | 1 6       | 1 0       |
| Eckington .....                    | ..                                          | ..                                                    | ..                                            | ..                                                    | ..                                              | 3 0       | 2 0       | 1 6       |
| Defford .....                      | ..                                          | ..                                                    | ..                                            | ..                                                    | ..                                              | 3 6       | 2 6       | 1 6       |
| Arrival at Spetchley ..            | 8 26                                        | 11 0                                                  | 1 56                                          | 6 0                                                   | 8 56                                            | 5 0       | 3 6       | 2 0       |
| Do. Worcester by Coach             | 8 56                                        | 11 30                                                 | 2 26                                          | 6 30                                                  | 9 26                                            | 5 0       | 3 6       | 2 6       |
| Droitwich .....                    | ..                                          | ..                                                    | ..                                            | ..                                                    | ..                                              | 6 6       | 4 6       | 2 6       |
| Arrival at Bromsgrove ..           | 9 4                                         | 11 40                                                 | 2 34                                          | 6 40                                                  | 9 34                                            | 8 0       | 5 6       | 3 6       |
| Do. at Birmingham by Coaches ..... | 10 50                                       | 1 25                                                  | 4 19                                          | 8 25                                                  | 11 19                                           | 11 6      | 8 0       | 5 0       |

\* Trains from the Grand Junction Railway. + Trains from the London and Birmingham.  
 † Trains from the Derby and Sheffield.

## NEWCASTLE and NORTH SHIELDS

From Newcastle—7, 8, 9, 9½, 10, 10½, 11, 11½, 12 a.m.; 1, 2, 3, 3½, 4, 4½, 5, 6, 7, 8, & 8½ p.m.  
 From North Shields—7½, 8½, 9½, 10, 10½, 11, 11½, and 12 a.m.  
 12½, 1½, 2½, 3½, 4, 4½, 5, 5½, 6½, 7½, 8½, & 9 p.m.  
 On Sundays—8, 9, 9½, 9 50, 10½ a.m.; 1, 1½, 2, 2½, 3, 4, 5, 6, 6½, 7, 7½, 8, and 8½ p.m.  
 On Sundays—8½, 9½, 10, and 10½ a.m.  
 1, 1½, 2, 3, 3½, 4½, 5½, 6, 6½, 7, 7½, 8, 8½, & 9 p.m.

## GLASGOW AND AYR.

From Glasgow to Ayr, 8 and 10 a.m., and 2, 4, and 6 p.m.  
 From Ayr to Glasgow, 8 and 10 a.m., and 2, 4, and 6 p.m.  
 From Glasgow to Johnstone, 12 a.m. From Johnstone to Glasgow, 1 p.m.



# LIVERPOOL & MANCHESTER RAILWAY.

## Liverpool to Manchester.

| FIRST CLASS.                            | SECOND CLASS.   |
|-----------------------------------------|-----------------|
|                                         | 7 0 Morning.    |
| 8 45 Morning.....                       | 9 45 "          |
| 11 0 ".....                             | 11 45 "         |
| 2 0 Afternoon .....                     | 2 30 Afternoon. |
| 4 45 ".....                             | 5 30 "          |
| 7 15 Evening .....                      | 7 15 Mixed. }   |
| Stopping only at Newton and Parkside. } |                 |

Except on Saturdays, when this Train does not start till 3 o'clock.

## Manchester to Liverpool.

| FIRST CLASS.                            | SECOND CLASS.   |
|-----------------------------------------|-----------------|
|                                         | 7 30 Morning    |
| 9 0 Morning.....                        | 10 0 "          |
| 11 15 ".....                            | 11 45 "         |
| 2 0 Afternoon .....                     | 2 45 Afternoon, |
| 5 0 ".....                              | 5 30 "          |
| 7 15 Evening .....                      | 7 15 Mixed. }   |
| Stopping only at Newton and Parkside. } |                 |

## SUNDAY TRAINS.

| FIRST CLASS.                            | SECOND CLASS.   |
|-----------------------------------------|-----------------|
| 8 0 Morning.....                        | 7 0 Morning.    |
| 4 45 Afternoon .....                    | 5 30 Afternoon. |
| 7 15 Evening .....                      | 7 15 Mixed. }   |
| Stopping only at Newton and Parkside. } |                 |

| FIRST CLASS.                            | SECOND CLASS.   |
|-----------------------------------------|-----------------|
| 8 0 Morning.....                        | 7 0 Morning.    |
| 5 0 Afternoon .....                     | 5 30 Afternoon. |
| 7 15 Evening .....                      | 7 15 Mixed. }   |
| Stopping only at Newton and Parkside. } |                 |

**FARES.**—First class train, 4 inside, royal mail, 6s 6d. Ditto, 6 inside, glass coach, 6s.—Second class train, glass coaches, 6s.—Ditto, open carriages, 4s. 6d.—1 horse, 14s. 2 horses, 20s. 3 ditto. 24s.

### From Liverpool to Bolton.

|                                                                 |   |                   |                |   |                    |
|-----------------------------------------------------------------|---|-------------------|----------------|---|--------------------|
| 8 45 Morning                                                    | - | First Class Train | 2 30 Afternoon | - | Second Class Train |
| 11 0 "                                                          | - | First Class do    | 5 30 "         | - | Second Class do    |
| On Sundays—Second Class Train, 7 Morning; Ditto, 5 30 Afternoon |   |                   |                |   |                    |
| Fares—Inside, 5s 6d; Outside, 4s                                |   |                   |                |   |                    |

### From Liverpool to St. Helens.

|                                                                 |   |                    |                |   |                    |
|-----------------------------------------------------------------|---|--------------------|----------------|---|--------------------|
| 7 0 Morning                                                     | - | Second Class Train | 2 30 Afternoon | - | Second Class Train |
| 10 0 "                                                          | - | do                 | 5 30 "         | - | do                 |
| 11 45 "                                                         | - | do                 |                | - |                    |
| On Sundays—Second Class Train, 7 Morning; Ditto, 5 30 Afternoon |   |                    |                |   |                    |
| Fares—Inside, 3s; Outside, 2s 6d                                |   |                    |                |   |                    |

### From Liverpool to Runcorn Gap.

|                                                                 |                    |                |   |                    |
|-----------------------------------------------------------------|--------------------|----------------|---|--------------------|
| 7 0, 11 45 Morning                                              | Second Class Train | 5 30 Afternoon | - | Second Class Train |
| On Sundays—Second Class Train, 7 Morning; Ditto, 5 30 Afternoon |                    |                |   |                    |
| Fares—Inside, 3s; Outside, 2s 6d                                |                    |                |   |                    |

### From Manchester to Bolton.

|                                                                 |   |                   |                |   |                    |
|-----------------------------------------------------------------|---|-------------------|----------------|---|--------------------|
| 9 0 Morning                                                     | - | First Class Train | 2 45 Afternoon | - | Second Class Train |
| 11 15 "                                                         | - | First Class do    | 5 30 "         | - | do                 |
| On Sundays—Second Class Train, 7 Morning; Ditto, 5 30 Afternoon |   |                   |                |   |                    |
| Fares—Inside, 2s 6d; Outside, 2s                                |   |                   |                |   |                    |

### From Manchester to St. Helens.

|                                                                 |   |                    |                |   |                    |
|-----------------------------------------------------------------|---|--------------------|----------------|---|--------------------|
| 7 30 Morning                                                    | - | Second Class Train | 2 45 Afternoon | - | Second Class Train |
| 10 0 "                                                          | - | do                 | 5 30 "         | - | do                 |
| 11 45 "                                                         | - | do                 |                | - |                    |
| On Sundays—Second Class Train, 7 Morning; Ditto, 5 30 Afternoon |   |                    |                |   |                    |
| Fares—Inside, 4s; Outside, 3s                                   |   |                    |                |   |                    |

### From Manchester to Runcorn Gap.

|                                                                 |                    |                |   |                    |
|-----------------------------------------------------------------|--------------------|----------------|---|--------------------|
| 8 0, 11 45 Morning                                              | Second Class Train | 5 30 Afternoon | - | Second Class Train |
| On Sundays—Second Class Train, 7 Morning; Ditto, 5 30 Afternoon |                    |                |   |                    |
| Fares—Inside, 4s; Outside, 3s                                   |                    |                |   |                    |



PLAN OF LIVERPOOL.



# HACKNEY COACH FARES, from LIME-STREET STATION, LIVERPOOL.

| Coach, Car.                                        | Coach, Car.                                          | Coach, Car.                                    | Coach, Car.                                  |
|----------------------------------------------------|------------------------------------------------------|------------------------------------------------|----------------------------------------------|
| Abercromby-square.....1s6d 1 0                     | Childwall.....6s0d 4 0                               | Kensington, to Mr Carvers 1s6d 1 0             | Seacombe-slip.....1s6d 1 0                   |
| Adelphi-hotel.....1 0 8                            | Clarence dock (centre g.) 2 6 1 8                    | King's Arms Hotel.....1 6 1 0                  | Seel-street.....1 0 8                        |
| Aigburth Church.....5 6 3                          | Clayton-square.....1 0 8                             | Kirkdale (Stretch's).....2 6 1 8               | Shaw-street, Islington.....1 6 1 0           |
| Anfield-lodge.....3 0 2 0                          | County House of Correc. 3 0 2 0                      | Lark-hill (West Derby) 4 6 3 0                 | Everton-brow.....1 6 1 0                     |
| house.....3 6 2 4                                  | Custom-house.....1 6 1 0                             | Low-hill.....1 6 1 0                           | Smithdown-lane, end of                       |
| Angel-hotel.....1 0 8                              | Duke-st, end Hanover-st. 1 0 8                       | Marybone, end Gt. Cross-hall-street.....1 0 8  | Lodge-lane.....2 6 1 8                       |
| Ashfield.....5 6 3 8                               | end Berry-street 1 6 1 4                             | Moss-st, Islington-sq.....1 0 8                | Soho-st, end Wm. Henry-st 1 0 8              |
| Beacon's-gutter.....2 6 1 8                        | Duke's-place.....1 6 1 0                             | London-road.....1 6 1 0                        | South Shore (tall house) 3 0 2 0             |
| Bedford-st, north of Abercromby-square.....1 6 1 0 | Edge-hill Coffee-house.....2 0 1 4                   | Mount-pleasant, end of Hope-street.....1 6 1 0 | Spekelands.....2 6 1 8                       |
| south of ditto.....2 0 1 4                         | Edge-lane hall.....2 6 1 8                           | Netherfield-road North.....1 6 1 0             | Stanhope-street.....2 0 1 4                  |
| Berry-st, end Knight-st. 1 0 8                     | Everton village, west end 6 1 0                      | Mr. Earle's house.....2 6 1 4                  | St. Ann's Church.....1 0 8                   |
| Bevington-bush, top end 1 6 1 0                    | Brow, end of Netherfield-road south.....1 6 1 0      | Newsham-house.....2 6 1 8                      | St. Anthony's Chapel.....2 0 1 4             |
| Bold-street.....1 0 8                              | Crescent.....1 6 1 0                                 | Oak-hill, Old Swan.....4 6 3 0                 | St. James' Market.....1 6 1 0                |
| Bootle lower rd, south end 0 2 0                   | Netherfield-rd, south 2 0 2 0                        | Old Swan.....2 6 1 8                           | St. James' walk, Upper                       |
| First Toll-bar.....3 6 2 4                         | Ditto north end 2 6 1 8                              | Oxford-st, Crown-st.....2 6 1 4                | Parliament-street.....2 0 1 4                |
| Miller's bridge.....4 6 3 0                        | Bronte-house.....3 0 2 0                             | Paddington, half way up 1 6 1 0                | St. Martin's Market.....1 6 1 0              |
| Bootle Church & Village 5 0 3 4                    | St. Ann's-hill.....3 6 2 4                           | Park-lane, end Kent-st. 1 6 1 0                | St. Michael's church 4 0 2 8                 |
| Borough Gaol.....2 0 1 4                           | Fairfield, London-road.....2 6 1 8                   | Parliament, Queens dk 2 6 1 8                  | St. Patrick's Chapel, St. James'.....2 0 1 4 |
| Botanic Garden (New).....2 6 1 8                   | Falkner-st, end Bedford-st 6 1 0                     | Pembroke-place, end of Ashton-street.....1 0 8 | Town-hall.....1 6 1 0                        |
| Boundary-street, Kirkdale-road, end of.....2 6 1 8 | end Smithdown-lane 2 0 1 4                           | Pythian-st, Low-hill (cen) 6 1 0               | Toxteth-park, High park                      |
| Breck-lane, end Whitefield-lane.....2 6 1 8        | Falkner-terrace, Upper Parliament-street.....2 0 1 4 | Plumbe's-hall.....2 6 1 8                      | Coffee house.....2 6 1 8                     |
| Breck-house.....3 6 2 4                            | Fox-st, end G. Homer-st. 1 6 1 0                     | Prince's dock, centre ga. 2 0 1 4              | Lower park Coffee-h. 3 0 2 0                 |
| Brook-ho, Smithdown-la. 3 6 2 4                    | George's-pier.....1 6 1 0                            | Queen's dock, Norfolk-st. 2 0 1 4              | The Dingle.....3 6 2 4                       |
| Brougham-terrace.....1 6 1 0                       | Gilead-house, Kensington 2 0 1 4                     | Royal-square.....1 0 8                         | Herculeanum pottery 3 6 2 4                  |
| Brownlo-st, end Dover-st. 1 0 8                    | Gloucester-pl, (centre of) 1 6 1 0                   | Railway Sta, Wapping.....2 0 1 4               | St. Michael's church 4 0 2 8                 |
| end Brownlow-hill 1 6 1 0                          | Grinfield-street, Smithdown-lane.....2 0 1 4         | Richmond-hill, Breck-la. 3 0 2 0               | Fulwood lodge.....4 6 3 0                    |
| Brunswick-dock (centre) 2 6 1 8                    | Gt down-lane.....2 0 1 4                             | Rodney-st, Leece-st.....1 0 8                  | Otterspool.....5 0 3 4                       |
| Cabbage-hall.....3 0 2 0                           | Gt George-st, St James-st 1 6 1 0                    | Rodney-st, Duke-street 1 6 1 0                 | Tuebrook.....3 6 2 4                         |
| Caldersone's, Allerton.....6 0 4 0                 | Gt Homer-st, and Fox-st. 1 6 1 0                     | Rosecommon-st, bott. end 1 6 1 0               | Vauxhall rd, end Leeds-st. 1 0 8             |
| Canal packet Station, Leeds-street.....1 6 1 0     | Great Mersey-st, Kirkdale 2 6 1 8                    | Sandhill's-bridge.....3 0 2 0                  | Burlington-st.....1 6 1 0                    |
| Canning-st, N Cemetery 1 6 1 0                     | Gt Oxford-st N, south e. 2 0 1 4                     | Saracen's head Inn.....1 0 8                   | Leigh bridge.....2 0 1 4                     |
| Percy-street.....1 6 1 0                           | north end 2 0 1 4                                    | Scotland-place.....1 0 8                       | Warwick-street, Park-rd 2 0 1 0              |
| Grove-street.....2 0 1 4                           | Hanover-street, Duke-st. 1 0 8                       | Scotland-rd, Mile end.....1 6 1 0              | Waterloo hotel.....1 0 8                     |
| Cattle Market (New).....3 6 2 4                    | Canning-place 1 6 1 0                                | Seel-street.....1 0 8                          | Wavertree.....4 0 2 8                        |
| Cemetery (New).....1 6 1 0                         | Heathfield-street, Smithdown-lane.....2 0 1 4        | Seel-street.....1 0 8                          | Wellington-road.....2 6 1 8                  |
| Chatham-street.....2 0 1 4                         | Hope-st, to Canning-st. 1 6 1 0                      | Seel-street.....1 0 8                          | West Derby Chapel.....5 0 3 4                |
| Chester-st, Upper Warwick-street.....2 0 1 4       | to Up. Parliament-st. 2 6 1 4                        | Seel-street.....1 0 8                          | West Derby-street.....1 6 1 0                |
|                                                    | Huskinson-st, Chatham-street.....2 0 1 4             | Seel-street.....1 0 8                          | Williamson's-square.....1 0 8                |
|                                                    | Islington-sq, end Shaw-st 1 0 8                      | Seel-street.....1 0 8                          | Windsor-st. Up. Hill-st. 2 0 1 4             |
|                                                    |                                                      | Seel-street.....1 0 8                          | Harrington.....2 0 1 4                       |
|                                                    |                                                      | Seel-street.....1 0 8                          | Zoological Gardens.....2 0 1 4               |

FARES.—The fare of every Carriage, being a *Coach*, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—*Car* fares one-third less.

# MANCHESTER





# MANCHESTER HACKNEY COACH & CAB FARES.

## Manchester & Liverpool Railway Station, Liverpool Road.

|                            | 2 H.<br>s. d. | 1 H.<br>s. d. | Cab<br>s. d. |
|----------------------------|---------------|---------------|--------------|
| Albion Club H. King-st.    | 1             | 6             | 0 0 9        |
| Albion Hotel, Piccadilly   | 2             | 6             | 4 1 0        |
| Angel inn, Market-st.      | 2             | 6             | 4 1 0        |
| Banks, to all in the town  | 1             | 6             | 0 0 9        |
| Barracks, Cavalry, Hulm    | 1             | 6             | 0 0 9        |
| Do. Infantry, Regent-rd.   | 1             | 6             | 0 0 9        |
| Blackfriar's inn           | 1             | 6             | 0 0 9        |
| Birmingham Railway S.      | 2             | 6             | 1 8 3        |
| Bolton Railway Station     | 1             | 6             | 0 0 9        |
| Botanical Gardens          | 3             | 6             | 2 0 1 7      |
| Bush inn, Deansgate        | 1             | 6             | 0 0 9        |
| Cemetery, Ardwick          | 3             | 6             | 2 4 1 0      |
| „ Harpurhey                | 4             | 6             | 3 0 2        |
| „ Rusholme road            | 2             | 6             | 1 8 3        |
| „ Cheetham hill            | 5             | 6             | 3 4 2 6      |
| Cheetham College           | 1             | 6             | 0 0 9        |
| Clarence inn, Spring G     | 1             | 6             | 0 0 9        |
| Collegiate Church, Vic T.  | 1             | 6             | 0 0 9        |
| Commercial inn, Mrkt-st    | 1             | 6             | 0 0 9        |
| Com. Rooms, St. Jas.-sq.   | 1             | 6             | 0 0 9        |
| Concert Hall, St. Pter.-sq | 1             | 6             | 0 0 9        |
| Corn Exchange              | 1             | 6             | 0 0 9        |
| Court of Requests, Star y. | 1             | 6             | 0 0 9        |
| Crown inn, Booth-st.       | 1             | 6             | 0 0 9        |
| Exchange, Market place     | 1             | 6             | 0 0 9        |
| Excise Office, Peter-st.   | 1             | 6             | 0 0 9        |
| Geological Society         | 1             | 6             | 0 0 9        |
| Hunt's Bank Coach Stand    | 1             | 6             | 0 0 9        |
| King's Arms, Deansgate     | 1             | 6             | 0 0 9        |
| Hayward's hotel, Bdg.-st   | 1             | 6             | 0 0 9        |
| Leeds Railway Station      | 3             | 6             | 0 2 0 1 6    |
| Mechanics' Institution     | 1             | 6             | 0 0 9        |
| Mosley Arms, Piccadilly    | 2             | 6             | 0 4 1 0      |
| Mendel's hotel, Bdg.-st.   | 1             | 6             | 0 0 9        |
| Museum, Peter-st.          | 1             | 6             | 0 0 9        |
| New Bailey, Stanley-st.    | 1             | 6             | 0 0 9        |
| Piccadilly Coach Stand     | 2             | 6             | 0 4 1 0      |
| Portico, Mosley-st.        | 1             | 6             | 0 0 9        |
| Post office, Brown-st.     | 1             | 6             | 0 0 9        |
| Queen's Theatre            | 1             | 6             | 0 0 9        |
| Royal hotel, Mosley-st.    | 2             | 6             | 0 4 1 0      |
| Rainbow Tavern, Mkt-st.    | 1             | 6             | 0 0 9        |
| Royal Institution          | 1             | 6             | 0 0 9        |
| Royal Infirmary            | 2             | 6             | 0 4 1 0      |
| School for Deaf & Dumb     | 6             | 6             | 8 1 3        |
| Stamp office, N. Mrkt. B.  | 1             | 6             | 0 0 9        |
| Swan inn, Market-st.       | 1             | 6             | 0 0 9        |
| Star inn, Deansgate        | 1             | 6             | 0 0 9        |
| St. Ann's-sq Coach Stand   | 1             | 6             | 0 0 9        |
| St. Peter's Coach Stand    | 1             | 6             | 0 0 9        |
| Talbot inn, Market-st.     | 2             | 6             | 0 4 1 0      |
| Thatched House Tavern      | 1             | 6             | 0 0 9        |
| Theatre Royal              | 1             | 6             | 0 0 9        |
| Town-hall, King-st.        | 1             | 6             | 0 0 9        |
| „ Chorlton-on-M.           | 2             | 6             | 0 4 1 0      |
| „ Salford                  | 1             | 6             | 0 0 9        |
| Union Club House           | 1             | 6             | 0 0 9        |
| White Bear, Piccadilly     | 2             | 6             | 0 4 1 0      |
| Zoological Gardens         | 4             | 6             | 3 0 2 3      |

## Leeds Railway Station, Lees-st. O'dham Road.

|                            | 2 H.<br>s. d. | 1 H.<br>s. d. | Cab<br>s. d. |
|----------------------------|---------------|---------------|--------------|
| Albion Club H. King-st.    | 1             | 6             | 0 0 9        |
| Albion Hotel, Piccadilly   | 1             | 6             | 0 0 9        |
| Angel inn, Market-st.      | 1             | 6             | 0 0 9        |
| Banks, to all in the town  | 1             | 6             | 0 0 9        |
| Barracks, Cavalry, Hulm    | 3             | 6             | 2 4 1 9      |
| Do. Infantry, Regent rd.   | 4             | 6             | 0 2 8 2 0    |
| Blackfriar's inn           | 2             | 6             | 0 4 1 0      |
| Birmingham Railway S.      | 2             | 6             | 0 4 1 0      |
| Bolton Railway Station     | 2             | 6             | 0 4 1 0      |
| Botanical Gardens          | 5             | 6             | 0 3 4 2 6    |
| Bush inn, Deansgate        | 2             | 6             | 0 4 1 0      |
| Cemetery, Hyde Road        | 3             | 6             | 0 2 0 1 6    |
| „ Harpurhey                | 2             | 6             | 1 8 1 3      |
| „ Rusholme road            | 2             | 6             | 1 8 1 3      |
| „ Cheetham hill            | 5             | 6             | 3 8 2 9      |
| Cheetham College           | 1             | 6             | 0 0 9        |
| Clarence inn, Spring G     | 1             | 6             | 0 0 9        |
| Collegiate Church, Vic T.  | 1             | 6             | 0 0 9        |
| Commercial inn, Mrkt-st    | 1             | 6             | 0 0 9        |
| Com. Rooms, St. Jas.-sq.   | 1             | 6             | 0 0 9        |
| Concert Hall, St. Pter.-sq | 2             | 6             | 0 4 1 0      |
| Corn Exchange              | 1             | 6             | 0 0 9        |
| Court of Requests, Star y. | 2             | 6             | 0 4 1 0      |
| Crown inn, Booth-st.       | 1             | 6             | 0 0 9        |
| Exchange, Market place     | 1             | 6             | 0 0 9        |
| Excise Office, Peter-st.   | 1             | 6             | 0 0 9        |
| Geological Society         | 1             | 6             | 0 0 9        |
| Hunt's Bank coach stand    | 1             | 6             | 0 0 9        |
| King's Arms, Deansgate     | 2             | 6             | 0 4 1 0      |
| Haywards hotel, Bdg.-st.   | 2             | 6             | 0 4 1 0      |
| Lpool & Manch. railways    | 3             | 6             | 0 2 0 1 6    |
| Mechanics' Institution     | 1             | 6             | 0 0 9        |
| Mosley Arms, Piccadilly    | 1             | 6             | 0 0 9        |
| Mendel's hotel, Bdg.-st.   | 2             | 6             | 0 4 1 0      |
| Museum, Peter-st           | 2             | 6             | 0 4 1 0      |
| New Bailey, Stanley-st.    | 2             | 6             | 0 4 1 0      |
| Piccadilly coach stand     | 1             | 6             | 0 0 9        |
| Portico, Mosley-st.        | 1             | 6             | 0 0 9        |
| Post office, Brown-st.     | 1             | 6             | 0 0 9        |
| Queen's Theatre            | 1             | 6             | 0 0 9        |
| Royal hotel, Mosley-st.    | 1             | 6             | 0 0 9        |
| Royal Institution, do.     | 1             | 6             | 0 0 9        |
| Royal Infirmary            | 1             | 6             | 0 0 9        |
| Rainbow Tavern, Mrkt. st   | 1             | 6             | 0 0 9        |
| School for Deaf & Dumb     | 4             | 6             | 3 0 2 3      |
| Stamp office, N. Mrkt. B.  | 1             | 6             | 0 0 9        |
| Swan inn, Market-st.       | 1             | 6             | 0 0 9        |
| Star inn, Deansgate        | 2             | 6             | 0 4 1 0      |
| St Ann's sq. coach stand   | 1             | 6             | 0 0 9        |
| St Peter's sq.             | 1             | 6             | 0 0 9        |
| Talbot inn, Market st.     | 1             | 6             | 0 0 9        |
| Thatched House Tavern      | 1             | 6             | 0 0 9        |
| Theatre Royal              | 1             | 6             | 0 0 9        |
| Town hall, King-st.        | 1             | 6             | 0 0 9        |
| „ Chorlton-on-M.           | 2             | 6             | 8 1 3        |
| „ Salford                  | 2             | 6             | 8 1 3        |
| Union Club House           | 1             | 6             | 0 0 9        |
| White Bear, Piccadilly     | 1             | 6             | 0 0 9        |
| Zoological Gardens         | 4             | 6             | 3 0 2 3      |

## Manchester & Birmingham Railway Station, Fairfield-street

|                          | 2 H.<br>s. d. | 1 H.<br>s. d. | Cab<br>s. d. |
|--------------------------|---------------|---------------|--------------|
| Albion Club H. King-st   | 1             | 6             | 0 0 9        |
| Do. Hotel, Piccadilly    | 1             | 6             | 0 0 9        |
| Angel inn, Mrkt. st.     | 1             | 6             | 0 0 9        |
| Banks, to all in town    | 1             | 6             | 0 0 9        |
| Barracks, Cavalry        | 3             | 6             | 2 4 1 9      |
| „ Infantry               | 3             | 6             | 2 4 1 9      |
| Blackfriar's inn         | 2             | 6             | 0 4 1 0      |
| Bolton Railway S.        | 2             | 6             | 1 8 1 3      |
| Botanical Gardens        | 4             | 6             | 0 2 8 2 0    |
| Bush inn, Deansgate      | 2             | 6             | 0 4 1 0      |
| Cemetery, Ardwick        | 1             | 6             | 0 0 9        |
| „ Harpurhey              | 4             | 6             | 0 2 8 2 0    |
| „ Rusholme rd.           | 1             | 6             | 0 0 9        |
| „ Cheetham hill          | 4             | 6             | 0 2 8 2 0    |
| Cheetham College         | 2             | 6             | 0 4 1 0      |
| Clarence inn             | 1             | 6             | 0 0 9        |
| Collegiate Church        | 2             | 6             | 0 4 1 0      |
| Commercial inn           | 1             | 6             | 0 0 9        |
| Commissioners' rooms     | 2             | 6             | 0 4 1 0      |
| Concert Hall             | 2             | 6             | 0 4 1 0      |
| Corn Exchange            | 2             | 6             | 0 4 1 0      |
| Court of Requests        | 2             | 6             | 0 4 1 0      |
| Crown inn, Booth st      | 1             | 6             | 0 0 9        |
| Exchange, Mrkt. pl.      | 1             | 6             | 0 0 9        |
| Excise office, Pter. st. | 2             | 6             | 0 4 1 0      |
| Geological Society       | 1             | 6             | 0 0 9        |
| Hunt's Bank Coach S.     | 2             | 6             | 4 1 0        |
| King's Arms, Deansg      | 2             | 6             | 0 4 1 0      |
| Hayward's hotel          | 2             | 6             | 0 4 1 0      |
| Leeds Railway Station    | 2             | 6             | 0 4 1 0      |
| Lpool & Man. Rlwy S.     | 2             | 6             | 1 8 1 3      |
| Mechanics' Institution   | 1             | 6             | 0 0 9        |
| Mosley Arms, Pic.        | 1             | 6             | 0 0 9        |
| Mendell's hotel          | 2             | 6             | 0 4 1 0      |
| Museum, Peter st.        | 2             | 6             | 0 4 1 0      |
| New Bailey Court H.      | 2             | 6             | 1 8 1 3      |
| Piccadilly coach stand   | 1             | 6             | 0 0 9        |
| Portico, Mosley st.      | 1             | 6             | 0 0 9        |
| Post office, Brown st.   | 1             | 6             | 0 0 9        |
| Queen's Theatre          | 1             | 6             | 0 0 9        |
| Royal hotel              | 1             | 6             | 0 0 9        |
| Royal Institution        | 1             | 6             | 0 0 9        |
| Royal Infirmary          | 1             | 6             | 0 0 9        |
| Rainbow Tavern           | 1             | 6             | 0 0 9        |
| School for Deaf & D.     | 4             | 6             | 0 2 8 2 0    |
| Stamp office             | 2             | 6             | 0 4 1 0      |
| Swan inn, Market st.     | 2             | 6             | 1 4 0 9      |
| Star inn, Deansgate      | 2             | 6             | 0 4 1 0      |
| St Ann's sq. coach S.    | 2             | 6             | 0 4 1 0      |
| St Peter's do.           | 1             | 6             | 6 0 9        |
| Talbot inn, Market st.   | 1             | 6             | 0 0 9        |
| Thatched H. Tavern       | 1             | 6             | 0 0 9        |
| Town-hall, King st.      | 1             | 6             | 0 0 9        |
| „ Chorlton-on-M.         | 1             | 6             | 0 0 9        |
| „ Salford                | 3             | 6             | 0 2 0 1 6    |
| Theatre Royal            | 1             | 6             | 0 0 9        |
| Union Club House         | 1             | 6             | 0 0 9        |
| White Bear, Piccadilly   | 1             | 6             | 0 0 9        |
| Zoological Gardens       | 4             | 6             | 3 0 2 3      |

# MANCHESTER AND LEEDS RAILWAY.

| MANCHESTER<br>TO<br>LITTLEBOROUGH. |                                  |    |                                                      |    | LITTLEBOROUGH<br>TO<br>MANCHESTER. |    |                              |    |                   |                                |    |                                                      |    |                                  |    |                              |    |
|------------------------------------|----------------------------------|----|------------------------------------------------------|----|------------------------------------|----|------------------------------|----|-------------------|--------------------------------|----|------------------------------------------------------|----|----------------------------------|----|------------------------------|----|
| HOUR.                              | Departure<br>from<br>Mills Hill. |    | Departure<br>from Hey-<br>wood & Blue<br>Pits Bridge |    | Departure<br>from<br>Rochdale.     |    | Arrival<br>at<br>Littleboro. |    | HOUR.             | Departure<br>from<br>Rochdale. |    | Departure<br>from Hey-<br>wood & Blue<br>Pits Bridge |    | Departure<br>from<br>Mills Hill. |    | Arrival<br>at<br>Manchester. |    |
|                                    | H.                               | M. | H.                                                   | M. | H.                                 | M. | H.                           | M. |                   | H.                             | M. | H.                                                   | M. | H.                               | M. | H.                           | M. |
| 8 morning .....                    | 8                                | 15 | 8                                                    | 25 | 8                                  | 35 | 8                            | 45 | 8 morning .....   | 8                              | 10 | 8                                                    | 18 | 8                                | 25 | 8                            | 45 |
| 9 ..                               | 9                                | 15 | 9                                                    | 25 | 9                                  | 35 | 9                            | 45 | 9 ..              | 9                              | 10 | 9                                                    | 18 | 9                                | 25 | 9                            | 45 |
| 10 ..                              | 10                               | 15 | 10                                                   | 25 | 10                                 | 35 | 10                           | 45 | 10 ..             | 10                             | 10 | 10                                                   | 18 | 10                               | 25 | 10                           | 45 |
| 11 ..                              | 11                               | 15 | 11                                                   | 25 | 11                                 | 35 | 11                           | 45 | 11 ..             | 11                             | 10 | 11                                                   | 18 | 11                               | 25 | 11                           | 45 |
| 1 afternoon .....                  | 1                                | 15 | 1                                                    | 25 | 1                                  | 35 | 1                            | 45 | 1 afternoon ..... | 1                              | 10 | 1                                                    | 18 | 1                                | 25 | 1                            | 45 |
| 3 ..                               | 3                                | 15 | 3                                                    | 25 | 3                                  | 35 | 3                            | 45 | 3 ..              | 3                              | 10 | 3                                                    | 18 | 3                                | 25 | 3                            | 45 |
| 4 ..                               | 4                                | 15 | 4                                                    | 25 | 4                                  | 35 | 4                            | 45 | 4 ..              | 4                              | 10 | 4                                                    | 18 | 4                                | 25 | 4                            | 45 |
| 5 ..                               | 5                                | 15 | 5                                                    | 25 | 5                                  | 35 | 5                            | 45 | 5 ..              | 5                              | 10 | 5                                                    | 18 | 5                                | 25 | 5                            | 45 |
| 6 ..                               | 6                                | 15 | 6                                                    | 25 | 6                                  | 35 | 6                            | 45 | 6 ..              | 6                              | 10 | 6                                                    | 18 | 6                                | 25 | 6                            | 45 |
| 8 ..                               | 8                                | 15 | 8                                                    | 25 | 8                                  | 35 | 8                            | 45 | 7 ..              | 7                              | 10 | 7                                                    | 18 | 7                                | 25 | 7                            | 45 |

## SUNDAY TRAINS.

| HOUR               | H. | M. | H. | M. | H. | M. | HOUR               | H. | M. | H. | M. | H. | M. |
|--------------------|----|----|----|----|----|----|--------------------|----|----|----|----|----|----|
| 8 morning .....    | 8  | 15 | 8  | 25 | 8  | 35 | 8 morning .....    | 8  | 10 | 8  | 18 | 8  | 45 |
| 9 ..               | 9  | 15 | 9  | 25 | 9  | 35 | 9 ..               | 9  | 10 | 9  | 18 | 9  | 45 |
| 5½ afternoon ..... | 5  | 45 | 5  | 55 | 6  | 15 | 5½ afternoon ..... | 5  | 40 | 5  | 48 | 5  | 55 |
| 8 ..               | 8  | 15 | 8  | 25 | 8  | 35 | 7 ..               | 7  | 10 | 7  | 18 | 7  | 45 |

## FARES.

|                         | TO MILLS HILL.  |       |       | TO BLUE PITS.   |       |       | TO ROCHDALE.    |       |       | TO LITTLEBORO'. |       |       |
|-------------------------|-----------------|-------|-------|-----------------|-------|-------|-----------------|-------|-------|-----------------|-------|-------|
|                         | CLASS CARRIAGE. |       |       | CLASS CARRIAGE. |       |       | CLASS CARRIAGE. |       |       | CLASS CARRIAGE. |       |       |
|                         | 1st.            | 2nd.  | 3rd.  | 1st.            | 2nd.  | 3rd.  | 1st.            | 2nd.  | 3rd.  | 1st.            | 2nd.  | 3rd.  |
|                         | s. d.           | s. d. | s. d. | s. d.           | s. d. | s. d. | s. d.           | s. d. | s. d. | s. d.           | s. d. | s. d. |
| FROM MANCHESTER.....    | 1 6             | 1 0   | 0 6   | 2 6             | 1 6   | 1 0   | 3 0             | 2 0   | 1 0   | 4 0             | 2 6   | 1 6   |
| MILLS HILL.....         | —               | —     | —     | 1 6             | 1 0   | 0 6   | 1 6             | 1 0   | 0 6   | 3 0             | 2 0   | 1 0   |
| HEYWOOD & BLUE PITS B.. | —               | —     | —     | —               | —     | —     | 1 6             | 1 0   | 0 6   | 1 6             | 1 0   | 0 6   |
| ROCHDALE .....          | —               | —     | —     | —               | —     | —     | —               | —     | —     | 1 6             | 1 0   | 0 6   |

Children under seven years of age, for first class carriages charged second class price; and for second class carriages third class price. Infants in arms not charged.





Engraved, Printed, & Published by C. F. B. Shaw & W. Blacklock, Rensselaer St. N. Y. U. S.

# MIDLAND COUNTIES RAILWAY.

## Between London, Leicester, Nottingham, & Derby.

| Dep. from London | Dep. from Rugby | Dep. from Leicester | Dep. from Loughboro | Arrival at Nottingham | Arrival at Derby |
|------------------|-----------------|---------------------|---------------------|-----------------------|------------------|
| ..               | 6 45            | 7 45                | 8 25                | 9 15                  | 9 15             |
| 6 0              | 9 45            | 10 45               | 11 25               | 12 15                 | 12 15            |
| 9 30             | 1 10            | 2 0                 | 2 30                | 3 15                  | 3 15             |
| 1 0              | 4 45            | 5 45                | 6 30                | 7 30                  | 7 30             |
| 5 0              | 8 45            | 9 45                | 10 15               | 11 0                  | 11 0             |
| mail 9 0         | ..              | 1 37                | 2 20                | 3 9                   | 3 9              |

## Between Derby, Nottingham, Leicester, & London.

| Derby | Nottingh. | Loughboro | Leicester | Arrival at Rugby | Arrival at London |
|-------|-----------|-----------|-----------|------------------|-------------------|
| 6 45  | 6 45      | 7 35      | 8 15      | 9 30             | 1 30              |
| 10 45 | 10 45     | 11 30     | 12 15     | 1 15             | 6 0               |
| 1 10  | 1 10      | 2 0       | 2 30      | 3 30             | 7 0               |
| 4 45  | 4 45      | 5 30      | 6 0       | 7 0              | 11 30             |
| 7 45  | 7 45      | 8 30      | 9 15      | 10 15            | 5 30              |
| 10 39 | 10 39     | 11 28     | 12 11     | ..               | 5 0               |

| FARES.                     | 1st Class. | 2d Class. |
|----------------------------|------------|-----------|
| Nottingham to Leicester .. | 6s. 0d.    | 4s. 0d.   |
| Derby to Leicester .....   | 6 0        | 5 0       |
| Nottingham to Loughboro    | 3 6        | 2 6       |
| Derby to Loughboro .....   | 3 6        | 3 0       |
| Leicester to Loughboro ..  | 2 6        | 2 0       |

## SUNDAY TRAINS.

|     |      |      |      |      |      |       |       |      |      |       |      |
|-----|------|------|------|------|------|-------|-------|------|------|-------|------|
| ..  | 6 45 | 7 45 | 8 25 | 9 15 | 9 15 | 6 45  | 6 45  | 7 35 | 8 15 | 9 30  | 1 30 |
| 8 0 | 12 0 | 1 15 | 1 45 | 2 30 | 2 30 | 12 15 | 12 15 | 1 0  | 1 30 | 2 50  | 7 30 |
| ..  | 6 30 | 7 30 | 8 0  | 9 0  | 9 0  | 7 45  | 7 45  | 8 30 | 9 15 | 10 15 | 5 30 |

A Mixed Market train leaves Nottingham for Leicester on Saturdays at 11½ a.m. and returns from Leicester to Nottingham at 3 p.m., calling at Syston, Sileby, Barrow, Loughborough, Kegworth, Long Eaton, and Beeston.

Passengers may be booked through between Derby, Nottingham, and London, by the trains leaving Nottingham and Derby, at 10¼ a.m. and 1 10 and 4¼ p.m.; and London at 6 and 9½ a.m. and 1 and 5 p.m.

## LEEDS AND SELBY.

From Leeds to Selby—7 and 10 morning, and 3 and 6 afternoon.  
From Hull at the same hours.

FARES.—Leeds to Selby, first class 4s., second class 3s.

## YORK AND NORTH MIDLAND.

From York to Wakefield, Sheffield, Derby and London, 7, 9 a.m. 12, 4, & 6 mail p.m.

On Sundays 7¼ a.m., 4 p.m. 6 p.m. mail.

From York to Hull, 6½, 10 a.m. 3, 6 p.m. On Sundays 6½ a.m. 6 p.m. From Hull same hours.

From York to Leeds, 7, 10 a.m. 12½ mail, 3, 7 p.m. On Sundays 8 a.m. 7 p.m.

The trains from Leeds at the same hours, except the 7 p.m. train, which is 7½ p.m.

From London to York, 6, 9 a.m., 8½ p.m. On Sundays, 8 a.m., 8 30 p.m.

## STOCKTON AND DARLINGTON.

St. Helens Auckland to Darlington—8 30 morning; 1 and 6 afternoon.

Darlington to St. Helens Auckland—8 30 morning; 1 and 6 afternoon.

Darlington to Stockton—first class 9 30 morning; 2 and 7 afternoon.

Stockton to Darlington—first class 7 50 and 12 20 morning; and 5 20 afternoon.

Stockton to Middlesbro'—8, 9, \*10, 11, 12 30 a.m., 1 30, \*2 30, 3 30, 4 30, 5 30, \*6 30, 7 30 p.m.

Middlesbro' to Stockton—\*7 30, 8 30, 9 30, 10 30, \*12 a.m., 1, 2, 3, \*4, 5, 6, 7 p.m.

A Market Train for passengers and cattle will leave St. Helens's Auckland on Mondays, at 6½ and Shildon at 7 a.m.

\* Are in connexion with the first class to and from Darlington.

## SHEFFIELD AND ROTHERHAM.

From Sheffield—Every hour fm. 7½ a.m. to 8½ p.m.

Sunday Trains—9 & 10 a.m. 1½, 2½, 4½ 5½, 6½, 7½, & 8½ p.m.

From Rotherham—Every hour, fm. 8 a.m. to 9 p.m.

Sunday Trains—9 a.m. 1, 2, 3, 5, 6, 7, 8, & 9 p.m.

Fares—1st class, 1s.; 2nd class, 9d.; Third 6d.



MAP OF THE MANCHESTER & LEEDS NORTH MIDLAND, YORK & NORTH MIDLAND LEEDS & SELBY & SHEFFIELD & ROTHERHAM RAILWAYS

# NORTH MIDLAND RAILWAY.

| STATIONS       | DOWN TRAINS. |       |       |       |       |       |       | Sundays. |       |       |       |
|----------------|--------------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|
|                | Mail         | p. m. | a. m. | a. m. | a. m. | p. m. | p. m. | p. m.    | a. m. | p. m. | p. m. |
| Departure from |              |       |       |       |       |       |       |          |       |       |       |
| London ....    |              | 8 30  | ..    | 6 0   | 9 0   | 1 0   | 9 30  | 8 30     | 8 6   | ..    |       |
| Birmingham     |              | 3 15  | 6 45  | 10 30 | 1 0   | 5 30  | 3 15  | 12 30    | ..    |       |       |
|                | a. m.        | a. m. | a. m. | a. m. | p. m. | p. m. | a. m. | p. m.    | p. m. |       |       |
| Derby ....     | 3 39         | 6 0   | 9 30  | 12 45 | 3 45  | 8 0   | 6 0   | 3 0      | 7 0   |       |       |
| Belper ....    | ..           | 6 21  | 9 51  | 1 6   | 4 6   | 8 21  | 6 21  | 3 21     | 7 21  |       |       |
| Amber Gate ..  | ..           | ..    | 10 1  | 1 16  | 4 16  | 8 31  | 6 31  | 3 31     | 7 31  |       |       |
| Wingfield ..   | ..           | 6 41  | 10 11 | 1 26  | ..    | 8 41  | 6 41  | 3 41     | 7 41  |       |       |
| Chesterfield   | 4 47         | 7 5   | 10 35 | 1 50  | 4 47  | 9 5   | 7 5   | 4 5      | 8 5   |       |       |
| Eckington ..   | ..           | 7 20  | 10 50 | 2 5   | ..    | 9 20  | 7 20  | 4 20     | 8 20  |       |       |
| Beighton ..    | ..           | 7 30  | 11 0  | 2 15  | ..    | 9 30  | 7 30  | 4 30     | 8 30  |       |       |
| Masbro' ....   | 5 34         | 7 51  | 11 21 | 2 36  | 5 27  | 9 51  | 7 51  | 4 51     | 8 51  |       |       |
| Sheffield ..   | ..           | 7 30  | 11 0  | 2 15  | 5 0   | 9 30  | 7 30  | 4 30     | 8 30  |       |       |
| Ditto Arrival  | 5 47         | 8 0   | 11 45 | 3 0   | 5 45  | 10 15 | 8 0   | 5 15     | 9 15  |       |       |
| Swinton ....   | ..           | 8 4   | 11 34 | 2 49  | 5 40  | 10 4  | 8 4   | 5 4      | 9 4   |       |       |
| Darfield ....  | ..           | 8 16  | 11 46 | 3 1   | ..    | 10 16 | 8 16  | 5 16     | 9 16  |       |       |
| Barnsley ....  | 6 12         | 8 27  | 11 57 | 3 12  | 6 0   | 10 27 | 8 27  | 5 27     | 9 27  |       |       |
| Wakefield ..   | 6 34         | 8 48  | 12 18 | 3 33  | 6 21  | 10 48 | 8 48  | 5 48     | 9 48  |       |       |
| Woodlesford    | ..           | 9 6   | 12 36 | 3 51  | ..    | 11 6  | 9 6   | 6 6      | 10 6  |       |       |
| Arrival at     |              |       |       |       |       |       |       |          |       |       |       |
| Leeds .....    | 7 8          | 9 30  | 1 0   | 4 15  | 7 0   | 11 30 | 9 30  | 6 30     | 10 30 |       |       |
| York .....     | 7 42         | 10 15 | 1 45  | 5 0   | 7 45  | ..    | ..    | 7 15     | ..    |       |       |
| Hull .....     | 8 55         | ..    | ..    | ..    | 9 15  | ..    | ..    | ..       | ..    |       |       |

| STATIONS.      | UP TRAINS. |       |       |       |       |       |       | Sundays. |       |       |       |
|----------------|------------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|
|                | a. m.      | a. m. | a. m. | a. m. | p. m. | Mail  | p. m. | a. m.    | p. m. | p. m. | p. m. |
| Departure from |            |       |       |       |       |       |       |          |       |       |       |
| Hull .....     | ..         | ..    | ..    | ..    | 2 30  | 4 45  | ..    | ..       | ..    |       |       |
| York .....     | ..         | 7 15  | 8 45  | 12 0  | 4 0   | 6 0   | 7 45  | ..       | ..    |       |       |
|                | a. m.      | a. m. | a. m. | p. m. | p. m. | p. m. | a. m. | p. m.    | p. m. |       |       |
| Leeds .....    | 6 45       | 8 0   | 9 30  | 12 45 | 4 45  | 6 40  | 8 15  | 1 30     | 4 45  |       |       |
| Woodlesford    | 7 1        | 8 16  | ..    | 1 5   | 1     | ..    | 8 31  | 1 46     | 5 1   |       |       |
| Wakefield ..   | 7 28       | 8 38  | 10 5  | 1 23  | 5 28  | 7 20  | 8 43  | 2 8      | 5 28  |       |       |
| Barnsley ..    | 7 41       | 8 56  | 10 23 | 1 41  | 5 41  | 7 39  | 9 11  | 2 26     | 5 41  |       |       |
| Darfield ....  | 7 51       | 9 6   | ..    | 1 51  | 5 51  | ..    | 9 21  | 2 36     | 5 51  |       |       |
| Swinton ....   | 8 2        | 9 17  | 10 41 | 2 6   | 2     | ..    | 9 32  | 2 47     | 6 2   |       |       |
| Masbro' ....   | 8 21       | 9 36  | 11 0  | 2 15  | 6 21  | 8 19  | 9 51  | 3 0      | 6 21  |       |       |
| Sheffield ..   | 8 0        | 9 15  | 10 40 | 2 0   | 6 0   | 8 0   | 9 30  | 2 40     | 6 0   |       |       |
| Ditto Arrival  | 8 45       | 10 0  | 11 15 | 2 45  | 6 45  | ..    | 10 15 | 3 30     | 6 45  |       |       |
| Beighton ..    | 8 36       | 9 51  | ..    | 2 36  | 6 36  | ..    | 10 6  | 3 21     | 6 36  |       |       |
| Eckington ..   | 8 47       | 10 2  | ..    | 2 47  | 6 47  | ..    | 10 17 | 3 32     | 6 47  |       |       |
| Chesterfield   | 9 3        | 10 18 | 11 36 | 3 3   | 7 3   | 9 4   | 10 33 | 3 48     | 7 3   |       |       |
| Wingfield ..   | 9 28       | 10 43 | ..    | 3 28  | 7 28  | ..    | 10 58 | 4 13     | 7 28  |       |       |
| Ambergate ...  | 9 37       | 10 52 | 12 7  | 3 37  | 7 37  | ..    | 11 7  | 4 22     | 7 37  |       |       |
| Belper ....    | 9 46       | 11 1  | 12 16 | 3 46  | 7 46  | ..    | 11 16 | 4 31     | 7 46  |       |       |
| Arrival at     |            |       |       |       |       |       |       |          |       |       |       |
| Derby ....     | 10 15      | 11 30 | 12 45 | 4 15  | 8 15  | 10 9  | 11 45 | 5 0      | 8 15  |       |       |
| Birmingham     | 12 45      | 2 0   | 4 30  | 6 45  | 10 45 | ..    | 2 15  | 7 45     | 10 45 |       |       |
| London ....    | 6 0        | 6 45  | 7 0   | 11 30 | 5 30  | ..    | 7 30  | ..       | 5 30  |       |       |

## FARES.

|                                |                                    |      |             |
|--------------------------------|------------------------------------|------|-------------|
| 1st Class, 2d Class, 3d Class. | Sheffield to London (via Rugby) .. | 43s. | ..          |
| Do.                            | Birmingham .....                   | 21s. | 1s.         |
| Do.                            | Derby .....                        | 11s. | 7s. 3s. 6d. |

1st Class, 2d Class, 3d Class.  
 Sheffield to York ..... 12s. 6d. 9s. ..  
 Do. Leeds ..... 9s. 6d. 6s. 6d. 3s.  
 For Hull, passengers (at present)  
 are booked to Wakefield only 6s. 6d. 4s. 6d. 2s.

Third class passengers are conveyed by the 6 a.m. and 8 p.m. Down Trains, the 8 a.m. and 4 45 p.m. Up Trains, and by all the Down and Up Sunday trains.  
 Passengers to and from Hull will have to re-book at Wakefield. In addition to the direct train, they can proceed to Hull by the 6 a.m. Down train, but will have to wait at the Junction for the arrival of the York and Hull train.





**MANCHESTER & BIRMINGHAM RAILWAY**  
OPEN TO STOCKPORT.

**From Manchester to Stockport**

7 30, 8 30, 9 30, 10 30, and 11 30, a.m.; 12 30, 1 30, —  
3 30, 4 30, 5 30, 6 30, 7 30, — and 9, p.m.

**From Stockport to Manchester**

7, 8, 9, 10, 11, 12, a.m.; 1, — 3, 4, 5, 6, 7, and 8½, p.m.

**SUNDAY TRAINS.**

*Manchester to Stockport*—8, 9 30, a.m.; 6, 7 30, 9 p.m.

*Stockport to Manchester*.—7, 9, a.m.; 5 30, 7, and 8 30 p.m.

**FARES.**—Manchester to Stockport, 1s. 3d.—1s.—6

Manchester to Rushford, 8d.—6d.—4d. Stockport to Rushford  
1s.—9d.—6d. Omnibus Fare 3d.

Omnibuses will leave the offices of Messrs. Bromley and Newton, Market-st. Manchester  
and Warren-street, Stockport, for the respective stations, ten minutes before the departure  
of each train. They will also await the arrival of every train

**PRESTON AND WYRE RAILWAY.**

**PRESTON TO FLEETWOOD**

At 7 45 and 11½, morning; and 5 30 afternoon.

**FLEETWOOD TO PRESTON**

At 8 5 morning; and 12 40 and 4 45 afternoon.

*On Sundays.* Preston to Fleetwood 7 30, 9 10 a.m., 7 30 p.m.  
and Fleetwood to Preston 6 45 a.m., 4 45 & 6 45 p.m.; Fleet-  
wood to Poulton 9 45 a.m. and 6 45 p.m., and Poulton to  
Fleetwood 1 p.m.

**FARES** Preston to Fleetwood 4s—3s.—2s. Preston to  
Poulton 3s—2s. 3d.—1s. 6d. Preston to Kirkham  
1s 9d.—1s. 3d.—9d.

**BOLTON AND LEIGH.**

To Liverpool & Manchester—Second class, 7¼ a.m. 2½, 5¼ p.m.  
first class 8 40, 10 50 a.m.

To Wigan and Preston—7¼, 8 40, 10 50 a.m., 2½ p.m.

St. Helens by all the 2d class trs. To Runcorn Gap, 7¼, 5¼ p.m.

Sunday Trains—2nd class, 6¾ a.m., 5¼ p.m.

*Fares*—To Liverpool 5s 6d & 4s; Manchester 2s 6d, 2s; Preston 6s,  
4s; Wigan 3s, 2s 6d; St. Helens 4s 6d, 3s 6d; Runcorn Gap 4s, 3s.

**MANCHESTER, BOLTON, AND BURY.**

From Manchester—7, 8, 9, 10, 11, a.m.; 2, 4, 5, 6, 7, p.m.

Sunday Trains—9 a.m. and 7 p.m.

From Bolton—7, 8, 9, 10, 11, a.m.; 2, 4, 5, 6, 7, p.m.

Sunday Trains—8 a.m. and 6 p.m.

*Fares*—1st class, 2s. 6d.; 2nd class, 1s. 6d

Luggage Trains 8 a.m., 12½ and 7¼ p.m., Fare 1s.



## NORTH UNION RAILWAY.

### Preston to Liverpool, Manchester, or Wigan.

Mixed, 8 20; and first class, 9 45 a.m.; second class 2 20.

mixed, 4 20; and first class, 6 27 p.m.

Sunday Trains—mixed 6 $\frac{3}{4}$  a.m.; & 4 20 p.m.; 1st cl. 8 27 p.m.  
Fares—from Preston to Liverpool or Manchester, 7s 6d & 5s

### Liverpool to Wigan or Preston.

Mixed 8 $\frac{3}{4}$ , first class 11 a.m.

second class 2 $\frac{1}{2}$ , mixed 4 $\frac{3}{4}$ , and first class 7 $\frac{1}{4}$  p.m.

Sunday Trains—2nd class 7 a.m., 4 45 p.m.; 1st class 7 $\frac{1}{4}$  p.m.

### Manchester to Wigan or Preston.

Mixed 9, 1st class 11 $\frac{1}{4}$  a.m.; second class 2 $\frac{3}{4}$ , mixed 5,  
and first class 7 $\frac{1}{4}$  p.m.

Sunday Trains—7 a.m.; second class 5, first class 7 $\frac{1}{4}$  p.m.

Fares—from Wigan to Liverpool or Manchester 5s. & 3s. 6d

Except on Saturdays, when this train does not start till 3 o'clock

### Preston to Birmingham and London.

Changing carriages 2 57, § in the same carriage 9 $\frac{3}{4}$  § a.m.  
and 6 27 p.m.

On Sundays the mails only will run, namely, at 2 57 a.m.  
and 6 27 p.m.

### London to Preston.

In the same carriage 9 $\frac{1}{2}$  a.m. and 8 $\frac{1}{2}$  p.m.; changing  
carriages 8 $\frac{3}{4}$  §.

§ These trains will take private carriages and horse boxes,  
the others cannot do so.

Fares to London—Day train 54s. 6d. night train 57s.

Fares to Birmingham, 24s. 6d.

MAILS FROM PRESTON—Every morning at 2 57, and evening at 6 27. The return of the latter train from Parkside to Preston, will probably be about 8 30, as it will take those passengers which leave Liverpool and Manchester at 7 15. An engine and one carriage leaves Preston at 5 p.m. to meet the down mail from London at Parkside, the return of which from the latter place is 6 15. Passengers leaving Preston at 6 27, and Wigan at 7, going to Liverpool and Manchester, will be detained at Parkside nearly half an hour.

| Distance.<br><br>Miles | NEWCASTLE<br>TO<br>CARLISLE.<br><br>STATIONS. |                    |                   |                    |                     |                                           | FARES.                           |                                  |                                                |                                        |                                        |                                        |                                       |  |
|------------------------|-----------------------------------------------|--------------------|-------------------|--------------------|---------------------|-------------------------------------------|----------------------------------|----------------------------------|------------------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|---------------------------------------|--|
|                        | Mixed<br>5 30 a.m.                            | Quick,<br>9 a.m.   | Mixed,<br>12 p.m. | Mail,<br>2 30 p.m. | Mixed<br>5 p.m.     | Mixed to Hay-<br>don Bridge,<br>6 30 p.m. | Sunday Trains<br>Quick<br>9 a.m. | Sunday Trains<br>Quick<br>5 p.m. | Quick<br>Trains,<br>Close<br>carriages         | Quick<br>Trains,<br>Open<br>carriages  | Mixed<br>Trains,<br>Close<br>carriages | Mixed<br>Trains,<br>Open<br>carriages  |                                       |  |
|                        | h. m.                                         | h. m.              | h. m.             | h. m.              | h. m.               | h. m.                                     | h. m.                            | h. m.                            | s. d.                                          | s. d.                                  | s. d.                                  | s. d.                                  |                                       |  |
|                        | NEWCASTLE,<br>Or Redheugh                     | 5 30               | 9 0               | 12 0               | 2 30                | 5 0                                       | 6 30                             | 9 0                              | 5 0                                            |                                        |                                        |                                        |                                       |  |
| 3 $\frac{1}{2}$        | Blaydon -                                     | 5 45               | 9 12              | 12 45              | 2 45                | 5 12                                      | 6 45                             | 9 15                             | 5 15                                           | 1 0                                    | 0 9                                    | 1 0                                    |                                       |  |
| 20 $\frac{1}{2}$       | Hexham -                                      | 6 55               | 10 5              | 1 55               | 4 15                | 6 5                                       | 8 0                              | 10 10                            | 6 10                                           | 4 0                                    | 3 0                                    | 3 6                                    |                                       |  |
| 28                     | Haydon Bridge                                 | 7 25               | 10 30             | 2 25               | 4 45                | 6 30                                      | 8 30                             | 10 35                            | 6 35                                           | 5 6                                    | 4 6                                    | 5 0                                    |                                       |  |
| 37                     | Haltwhistle -                                 | 8 0                | 10 55             | 3 0                | 5 25                | 6 55                                      | ..                               | 11 0                             | 7 0                                            | 7 0                                    | 5 6                                    | 6 6                                    |                                       |  |
| 49                     | Milton -                                      | 8 50               | 11 30             | 3 50               | 6 25                | 7 30                                      | ..                               | 11 40                            | 7 40                                           | 9 6                                    | 7 6                                    | 8 6                                    |                                       |  |
| 60                     | CARLISLE -                                    | 9 15               | 12 0              | 3 30               | 5 30                | 8 30                                      | ..                               | 12 15                            | 8 15                                           | 11 0                                   | 8 6                                    | 10 0                                   |                                       |  |
|                        | CARLISLE<br>TO<br>NEWCASTLE.<br><br>STATIONS. | Mail,<br>5 30 a.m. | Mail,<br>10 a.m.  | Mixed,<br>12 p.m.  | Mixed,<br>2 30 p.m. | Quick<br>5 p.m.                           |                                  | Sunday Trains<br>Quick<br>9 a.m. | Sunday Trains<br>Quick<br>5 $\frac{1}{2}$ p.m. | Quick<br>Trains,<br>Close<br>carriages | Quick<br>Trains,<br>Open<br>carriages  | Mixed<br>Trains,<br>Close<br>carriages | Mixed<br>Trains,<br>Open<br>carriages |  |
|                        | Departure from<br>CARLISLE -                  | h. m.              | h. m.             | h. m.              | h. m.               | h. m.                                     |                                  | h. m.                            | h. m.                                          | s. d.                                  | s. d.                                  | s. d.                                  | s. d.                                 |  |
| 11                     | Milton -                                      | 5 30               | 10 0              | 12 0               | 2 30                | 5 0                                       | ..                               | 9 0                              | 5 0                                            |                                        |                                        |                                        |                                       |  |
| 23                     | Haltwhistle -                                 | 6 20               | 9 30              | 1 35               | 3 45                | 5 45                                      | ..                               | 9 30                             | 5 45                                           | 2 0                                    | 1 6                                    | 2 0                                    | 1 0                                   |  |
| 32                     | Haydon Bridge                                 | 7 10               | 10 40             | 2 0                | 5 15                | 6 40                                      | ..                               | 10 15                            | 6 15                                           | 4 6                                    | 3 6                                    | 4 0                                    | 3 0                                   |  |
| 39 $\frac{1}{2}$       | Hexham -                                      | 8 5                | 11 0              | 3 30               | 6 0                 | 7 0                                       | ..                               | 11 5                             | 7 0                                            | 7 6                                    | 5 6                                    | 7 0                                    | 5 0                                   |  |
| 56 $\frac{1}{2}$       | Blaydon -                                     | 9 15               | 11 45             | 4 45               | 7 0                 | 8 0                                       | ..                               | 12 0                             | 8 0                                            | 10 6                                   | 8 0                                    | 9 6                                    | 7 3                                   |  |
| 60                     | NEWCASTLE,<br>Or Redheugh -                   | 9 15               | 1 0               | 3 30               | 6 30                | 8 0                                       | ..                               | 12 15                            | 8 15                                           | 11 0                                   | 8 6                                    | 10 0                                   | 7 6                                   |  |

### Nottingham and Derby.

From Nottingham—7, 11, a.m.; 2 $\frac{1}{2}$ , 5 $\frac{1}{2}$ , and 7 $\frac{1}{2}$  p.m.

Sunday Trains—7 a.m.; 6, and 7 $\frac{1}{2}$  p.m.

From Derby—6, 9 15, a.m.; 1 $\frac{1}{2}$ , 4 $\frac{1}{2}$ , 8 $\frac{1}{2}$  p.m.

Sunday Trains—6, 9 15 a.m. and 8 $\frac{1}{2}$  p.m.

Fares—1st class, 3s. 6d.; 2nd class, 2s.; 3rd class, 1s.

### Leeds, Selby, and Hull Railway.

From Hull to Leeds and York—7 and 10 a.m.: and 3 and 4 45 mail, p.m.

On Sundays 7 a.m. and 4 45 p.m.

From Leeds and York to Hull—6 30 mail, and 10 a.m.; and 3 and 6 p.m.

On Sundays 6 30 a.m. and 6 p.m.

FARES—Hull to Selby 4s. 6d.—4s.—2s. 6d. Hull to York 8s.—6s. 6d.—4s. 6d. Hull to Leeds 8s.—6s. 6d.—4s. 6d.



# LANCASTER & PRESTON JUNCTION.

Preston to Lancaster

## NAMES of RAILWAYS in ENGLAND, as Numbered in the MAP.

|                                                     | Miles            | Amt. of share. |                                   | Miles           | Amt. of Share. |
|-----------------------------------------------------|------------------|----------------|-----------------------------------|-----------------|----------------|
| 1. Birmingham & Derby Junction                      | 38 $\frac{1}{2}$ | £100           | 21. Manchester and Birmingham     | 45              | £70            |
| 2. Birmingham and Gloucester                        | 52               | 100            | 21. Manchester & Birmingham Ex.   | —               | 70             |
| 3. Birmingham, Bristol, & Thames Junction . . . . . | 3                | 20             | 22. Manchester and Leeds . .      | 60              | 100            |
| 4. Bolton and Leigh . . . . }                       | 10               | 100            | 23. Manchester, Bolton, and Bury. | 10              | 100            |
| 4. Kenyon and Leigh . . . . }                       |                  |                | 24. Maryport and Carlisle . .     | 28              | 50             |
| 5. Bristol and Exeter . . . . .                     | 76               | 100            | 25. Midland Counties . . . . .    | 57              | 100            |
| 6. Bolton and Preston . . . . .                     | 14               | 50             | 26. Newcastle and Carlisle . .    | 61              | 100            |
| 7. Chester and Birkenhead . . .                     | 15               | 50             | 27. Newcastle and North Shields.. | 6 $\frac{3}{4}$ | 50             |
| 7. Chester and Crewe . . . . .                      | 18               | 50             | 28. North Midland . . . . .       | 72              | 100            |
| 8. Cromford and High Peak . .                       | 32 $\frac{3}{4}$ | —              | 29. North Union . . . . .         | 22              | 75             |
| 9. Croydon . . . . .                                | 10               | —              | 30. Northern and Eastern . .      | 52              | 100            |
| 10. Eastern Counties . . . . .                      | 126              | 25             | 31. St. Helen's and Runcorn Gap   | 8               | 100            |
| 11. Grand Junction . . . . .                        | 97               | —              | 32. Sheffield and Manchester . .  | 40              | 100            |
| 12. Great North of England . .                      | 74               | 100            | 33. Sheffield and Rotherham . .   | 6               | 25             |
| 13. Great Western . . . . .                         | 117              | 100            | 34. Stockton and Darlington . .   | 25              | 100            |
| 14. Hull and Selby . . . . .                        | 30               | 50             | 35. York and North Midland . .    | 23              | 50             |
| 15. Lancaster and Preston Junction                  | 20               | 50             | 36. South Eastern and Dover . .   | 67              | 50             |
| 16. Leeds and Selby . . . . .                       | 20               | 100            | 37. Canterbury and Whitstable . . | 6               | 50             |
| 17. Leicester and Swannington                       | 16               | 50             | 38. Greenwich . . . . .           | 4               | 20             |
| 18. Liverpool and Manchester . .                    | 31               | 100            | 39. Preston and Wyre . . . . .    | 19              | 50             |
| 19. London and Birmingham . .                       | 112              | 100            | 40. Taff Vale . . . . .           | —               | —              |
| 20. London and Southampton . .                      | 76               | —              | 41. Manchester & Bolton Extension | —               | —              |
|                                                     |                  |                | 42. London and Brighton . . .     | 46              | 50             |

# LANCASTER & PRESTON JUNCTION.

## Lancaster to Preston

|      |      |         |             |
|------|------|---------|-------------|
| 2 0  | a.m. | .. .. . | mail train  |
| 7 15 | "    | .. .. . | mixed       |
| 8 45 | "    | .. .. . | first class |
| 1 0  | p.m. | .. .. . | mixed       |
| 3 10 | "    | .. .. . | mixed       |
| 5 30 | "    | .. .. . | mail        |

## Preston to Lancaster

|       |      |         |             |
|-------|------|---------|-------------|
| 7 0   | a.m. | .. .. . | mail        |
| 10 45 | "    | .. .. . | mixed       |
| 12 40 | p.m. | .. .. . | first class |
| 4 50  | "    | .. .. . | mixed       |
| 6 45  | "    | .. .. . | mixed       |
| 7 30  | "    | .. .. . | mail        |

Third Class Carriages are attached to all the Mixed Trains, and stop at all the Stations.

## Liverpool to Lancaster

|      |      |         |              |
|------|------|---------|--------------|
| 8 45 | a.m. | .. .. . | mixed        |
| 11 0 | "    | .. .. . | first class  |
| 2 30 | p.m. | .. .. . | second class |
| 4 45 | "    | .. .. . | mixed        |

## Manchester to Lancaster

|       |      |         |              |
|-------|------|---------|--------------|
| 9 0   | a.m. | .. .. . | mixed        |
| 11 15 | "    | .. .. . | first class  |
| 2 45  | p.m. | .. .. . | second class |
| 5 0   | "    | .. .. . | mixed        |

## Lancaster to Liverpool or Manchester

|      |      |         |             |
|------|------|---------|-------------|
| 7 15 | a.m. | .. .. . | mixed       |
| 8 45 | "    | .. .. . | first class |

|      |      |         |              |
|------|------|---------|--------------|
| 1 0  | p.m. | .. .. . | second class |
| 3 10 | "    | .. .. . | mixed        |
| 5 30 | "    | .. .. . | mail         |

Private Carriages and Horses will be taken by any of the above trains. On Sundays mails only will run.

## Lancaster to Birmingham and London

In the same carriage at 8 45 a.m., and 5 30 p.m. mail; changing carriages, \*2 a.m. mail.

## London to Lancaster.

In the same carriage at 9 45 a.m. mail, and 8 30 p.m. mail; changing carriages, \*9 a.m. The trains marked \* will take private carriages and Horses; the others cannot do so. On Sundays the mail trains only will run.

FARES.—To or from London, 59s 6d. To or from Preston, 22s 6d. To or from Liverpool, 19s 6d. To or from Manchester, 12s 6d.





# ALMANACK FOR 1840 BEING LEAP YEAR

- ☾ New Moon
- ☾ First Quarter
- ☾ Full Moon
- ☾ Last Quarter

*Hilary Term begins Jan<sup>1</sup> ends Jan<sup>15</sup>  
Easter Term begins April 13 ends May 12*

**Quarter Terms**  
*Lady Day 25 March  
Midsummer 24 June  
Michaelmas 29 Sep<sup>r</sup>  
Christmas 25 Dec<sup>r</sup>*

*Trinity Term begins May 26 ends June 16  
Michaelmas Term begins Nov<sup>r</sup> 2 ends Nov<sup>r</sup> 25*

|  | 1 <sup>st</sup> Day<br>SUNDAY | 2 <sup>nd</sup> Day<br>MONDAY | 3 <sup>rd</sup> Day<br>TUESDAY | 4 <sup>th</sup> Day<br>WEDNESDAY | 5 <sup>th</sup> Day<br>THURSDAY | 6 <sup>th</sup> Day<br>FRIDAY | 7 <sup>th</sup> Day<br>SATURDAY |
|--|-------------------------------|-------------------------------|--------------------------------|----------------------------------|---------------------------------|-------------------------------|---------------------------------|
|--|-------------------------------|-------------------------------|--------------------------------|----------------------------------|---------------------------------|-------------------------------|---------------------------------|

|                                   |    |    |    |    |    |    |    |
|-----------------------------------|----|----|----|----|----|----|----|
| <b>JANUARY</b> 1 <sup>st</sup> Mo |    |    |    | 1  | 2  | 3  | 4  |
| ☾ 4 day. 9h. N.                   | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☾ 12. 8. M.                       | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☾ 19. 12. M.                      | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☾ 26. 1. N.                       | 26 | 27 | 28 | 29 | 30 | 31 |    |

|                                    |    |    |    |    |    |    |    |
|------------------------------------|----|----|----|----|----|----|----|
| <b>FEBRUARY</b> 2 <sup>nd</sup> Mo | S  | M  | T  | W  | T  | F  | S  |
| ☾ 3 day. 1h. N.                    | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☾ 10. 4. N.                        | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☾ 17. 1. N.                        | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☾ 25. 10. M.                       | 23 | 24 | 25 | 26 | 27 | 28 | 29 |

|                                    |    |    |    |    |    |    |    |
|------------------------------------|----|----|----|----|----|----|----|
| <b>MARCH</b> 3 <sup>rd</sup> Month | S  | M  | T  | W  | T  | F  | S  |
| ☾ 4 day. 4h. M.                    | 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| ☾ 11. 4. M.                        | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☾ 18. 4. M.                        | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☾ 26. 6. M.                        | 29 | 30 | 31 |    |    |    |    |

|                                 |    |    |    |    |    |    |    |
|---------------------------------|----|----|----|----|----|----|----|
| <b>APRIL</b> 4 <sup>th</sup> Mo |    |    |    | 1  | 2  | 3  | 4  |
| ☾ 2 day. 5h. N.                 | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☾ 9. 8. M.                      | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☾ 16. 7. N.                     | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☾ 24. 11. N.                    | 26 | 27 | 28 | 29 | 30 |    |    |

|                               |    |    |    |    |    |    |    |
|-------------------------------|----|----|----|----|----|----|----|
| <b>MAY</b> 5 <sup>th</sup> Mo | S  | M  | T  | W  | T  | F  | S  |
| ☾ 1 day. 12h. N.              | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☾ 8. 2. N.                    | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☾ 16. 11. M.                  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☾ 24. 7. N.                   | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| ☾ 31. 7. M.                   | 31 |    |    |    |    |    |    |

|                                   |    |    |    |    |    |    |    |
|-----------------------------------|----|----|----|----|----|----|----|
| <b>JUNE</b> 6 <sup>th</sup> Month | S  | M  | T  | W  | T  | F  | S  |
| ☾ 7 day. 1h. M.                   | 1  | 2  | 3  | 4  | 5  | 6  |    |
| ☾ 15. 2. M.                       | 7  | 8  | 9  | 10 | 11 | 12 | 13 |
| ☾ 22. 11. N.                      | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☾ 29. 1. N.                       | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☾ 31. 1. N.                       | 28 | 29 | 30 |    |    |    |    |

|                                |    |    |    |    |    |    |    |
|--------------------------------|----|----|----|----|----|----|----|
| <b>JULY</b> 7 <sup>th</sup> Mo |    |    |    | 1  | 2  | 3  | 4  |
| ☾ 6 day. 2h. N.                | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☾ 14. 5. N.                    | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☾ 22. 6. M.                    | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☾ 28. 9. N.                    | 26 | 27 | 28 | 29 | 30 | 31 |    |

|                                  |    |    |    |    |    |    |    |
|----------------------------------|----|----|----|----|----|----|----|
| <b>AUGUST</b> 8 <sup>th</sup> Mo | S  | M  | T  | W  | T  | F  | S  |
| ☾ 5 day. 5h. M.                  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☾ 13. 7. M.                      | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☾ 20. 12. N.                     | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☾ 27. 6. M.                      | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|                                  | 30 | 31 |    |    |    |    |    |

|                                        |    |    |    |    |    |    |    |   |
|----------------------------------------|----|----|----|----|----|----|----|---|
| <b>SEPTEMBER</b> 9 <sup>th</sup> Month |    |    |    | 1  | 2  | 3  | 4  | 5 |
| ☾ 3 day. 10h. N.                       | 6  | 7  | 8  | 9  | 10 | 11 | 12 |   |
| ☾ 13. 7. M.                            | 13 | 14 | 15 | 16 | 17 | 18 | 19 |   |
| ☾ 18. 5. N.                            | 20 | 21 | 22 | 23 | 24 | 25 | 26 |   |
| ☾ 26. 6. N.                            | 27 | 28 | 29 | 30 |    |    |    |   |

|                                    |    |    |    |    |    |    |    |
|------------------------------------|----|----|----|----|----|----|----|
| <b>OCTOBER</b> 10 <sup>th</sup> Mo |    |    |    |    | 1  | 2  | 3  |
| ☾ 3 day. 5h. N.                    | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| ☾ 11. 7. M.                        | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☾ 17. 11. N.                       | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☾ 25. 8. M.                        | 25 | 26 | 27 | 28 | 29 | 30 | 31 |

|                                     |    |    |    |    |    |    |    |
|-------------------------------------|----|----|----|----|----|----|----|
| <b>NOVEMBER</b> 11 <sup>th</sup> Mo | S  | M  | T  | W  | T  | F  | S  |
| ☾ 2 day. 1h. N.                     | 1  | 2  | 3  | 4  | 5  | 6  | 7  |
| ☾ 9. 5. N.                          | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☾ 16. 8. M.                         | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☾ 24. 2. M.                         | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
|                                     | 29 | 30 |    |    |    |    |    |

|                                     |    |    |    |    |    |    |    |
|-------------------------------------|----|----|----|----|----|----|----|
| <b>DECEMBER</b> 12 <sup>th</sup> Mo | S  | M  | T  | W  | T  | F  | S  |
| ☾ 2 day. 7h. M.                     |    |    | 1  | 2  | 3  | 4  | 5  |
| ☾ 9. 4. M.                          | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☾ 15. 9. N.                         | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☾ 23. 9. N.                         | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☾ 31. 10. N.                        | 27 | 28 | 29 | 30 | 31 |    |    |

*Lent begins March 4. Easter Day April 19<sup>th</sup>*

*Whit Sunday June 7. Trinity Sunday June 14*

Malooko

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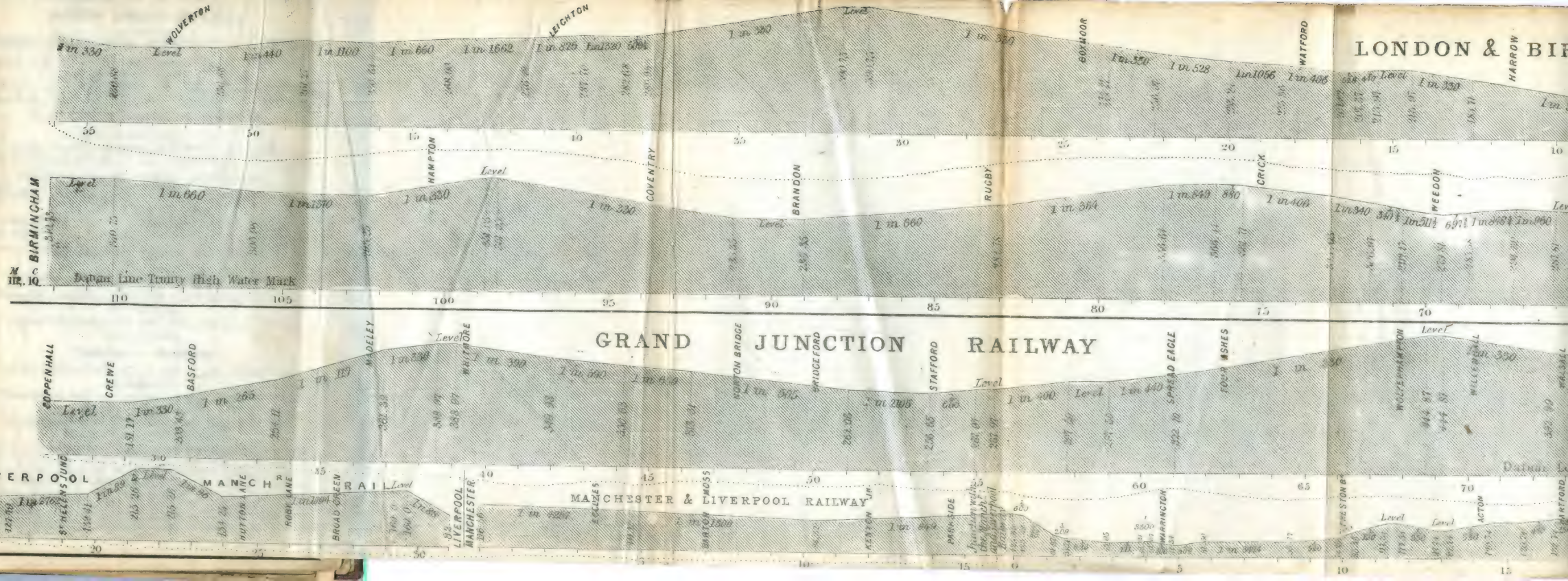
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BRIDGEMAN'S  
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COMPANION



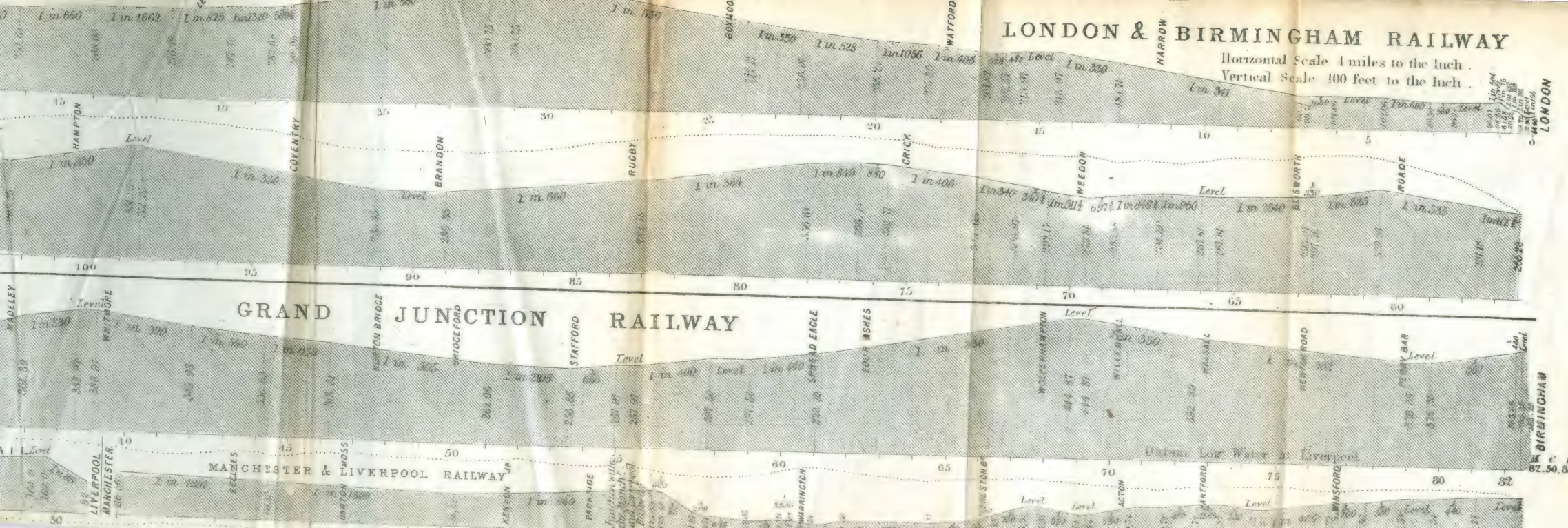




LONDON & BIRMINGHAM RAILWAY

Horizontal Scale 4 miles to the inch.

Vertical Scale 100 feet to the Inch.





# RAILWAYS IN ENGLAND AND WALES.

English Miles.  
10 20 30 40 50 60

EXPLANATION  
— Railways now open  
— Railways in progress



LANCASTER & PRESTON JUNCTION.

|           |              |            |              |            |              |                                      |
|-----------|--------------|------------|--------------|------------|--------------|--------------------------------------|
| 2 0 a.m.  | mail train   | 7 0 a.m.   | first class  | 12 40 p.m. | mixed        | Preston to Lancaster                 |
| 7 15 "    | "            | 10 45 "    | mixed        | 12 40 p.m. | first class  | "                                    |
| 1 0 p.m.  | first class  | 12 40 p.m. | mixed        | 12 40 p.m. | first class  | "                                    |
| 3 10 "    | mixed        | 4 50 "     | mixed        | 4 50 "     | mixed        | "                                    |
| 5 30 "    | mail         | 7 30 "     | mail         | 7 30 "     | mail         | "                                    |
| 8 45 a.m. | mixed        | 9 0 a.m.   | mixed        | 9 0 a.m.   | mixed        | Liverpool to Lancaster               |
| 11 0 "    | "            | 11 15 "    | first class  | 11 15 "    | first class  | "                                    |
| 4 45 p.m. | second class | 2 45 p.m.  | second class | 2 45 p.m.  | second class | Lancaster to Liverpool or Manchester |
| 7 15 a.m. | mixed        | 5 0 "      | mixed        | 5 0 "      | mixed        | "                                    |
| 8 45 "    | mixed        | 1 0 p.m.   | mixed        | 1 0 p.m.   | mixed        | Lancaster to Birmingham and London   |
| 9 45 "    | first class  | 3 10 "     | first class  | 3 10 "     | first class  | "                                    |
| 11 0 "    | second class | 5 30 "     | second class | 5 30 "     | second class | "                                    |

In the same carriage at 8 45 a.m., and 5 30 p.m. mail; changing carriages, 9 a.m. mail.

The trains marked \* will take private carriages and Horses; the others cannot do so. On Sundays the mail trains only will run.

Private Carriages and Horses will be taken by any of the above trains. On Sundays mails only will run.

Third Class Carriages are attached to all the Mixed Trains, and stop at all the Stations.

FARES.—To or from London, 5s 6d. To or from Preston, 2s 6d. To or from Liverpool, 2s 6d.



# RAILWAYS IN ENGLAND AND WALES.

English Miles.

0 10 20 30 40 50

## EXPLANATION

— Railways now open  
— Railways in progress



Longitude West from Greenwich.



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1840.





LONDON, WEST.

LONDON, EAST.



City of London  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile